

Navy News

SEPTEMBER 1987 20p

NOW THE HUNT'S FOR REAL

THE LONG haul of the Hunts to the Middle East was under way as Navy News went to press. Six days of round-the-clock preparation, but a fairly subdued departure from Rosyth, followed the Government decision in mid-August to despatch a Royal Navy mine-hunting force to the Gulf.

The suddenness of the announcement against the background of Gulf tension, more mines and strong media interest, led inevitably to mixed emotions among the sailors and families as many men were recalled from leave, and preparations for departure got into full swing.

Ships selected for the task were the 615-ton glass-reinforced plastic Hunt class, combining both hunting and sweeping capabilities, with MCM support ship HMS Abdiel.

The four Hunts are HM ships Bicester and Hurworth of the newly-formed Fourth Mine Counter-Measures Squadron, and HM ships Brecon and Brocklesby of the First MCM Squadron.

More guns

Each of the Hunts has a complement of about 45, and the Abdiel 100, making a total of about 280.

In the intense preparation work to get the vessels ready the resources of the Fleet Engineering Centre and Rosyth Dockyard, where all the ships are based, were fully used. Navy personnel were involved in a wide range of tasks including testing equipment and storing ships for the long voyage. Army personnel also helped to store.

Two 20mm B-MARC guns were installed to augment each ship's 40mm armament. The vessels were also given satellite communication equipment.

Senior officer of the task group, Cdr. Tim Hildesley, Commander MCM4, said they were in excellent spirits — tinged with regret at being away from their families for quite



HMS Active passes the tanker Lanistes in the scorching heat of the Gulf, and (above) in much cooler weather, HMS Bicester leads HMS Hurworth out of the Forth at the start of their 6,000-mile journey to the area.

What a scorcher for Armilla ships

ARMILLA patrol between May and August for HM ships Broadsword, Cardiff and Active, supported by RFA Orangeleaf, covered the height of the Gulf's scorching summer months with mid-day temperatures soaring to more than 45 degrees C (113 F), and often above 35 degrees at midnight.

With the ships on station in the Gulf of Oman and the Arabian Gulf, scores of transits of the Strait of Hormuz were involved. For instance, the Active made 38 transits, accompanying nearly 3.6 million tons of shipping.

Meanwhile the Cardiff joined the growing ranks of the RN

"quarter of a million club" — vessels which have clocked up 250,000 miles since entering service. She passed the milestone on passage from Mombasa to the Gulf.

Since commissioning eight years ago, the Cardiff has completed two BOSTs, three COSTs, two deployments as

West Indies guardship, three Armilla patrols and active service during the Falklands War.

In the past few months, on her fourth Armilla patrol, she has visited Djibouti, Mombasa, Doha and Karachi. Known in the Gulf as the Red Dragon, she safely accompanied more than 4.5 million tons of shipping.

For the Active an early recreational visit was to Karachi, to sample the wares of the bazaars and relax in hotel pools. A small team spent three days visiting Peshawar near the North-West Frontier.

A mid patrol self maintenance period was spent by the Active in Mombasa, allowing leave. Safaris were well patronised, while shooting and rugby teams visited Nairobi.

Fife goes to Chile

The last of the Royal Navy's County-class destroyers in operational service, HMS Fife, was handed over to the Chilean Navy at a ceremony at Portsmouth in August and has now become the Blanco Encalada.

Many Royal Navy, Ministry of Defence and Chilean Navy personnel attended the ceremony at which the White Ensign was lowered and the Chilean flag raised. The destroyer becomes the fourth of her class to go to Chile.

They're gun-ho!

PORTSMOUTH field gunners, who recorded a triple triumph in this year's Royal Tournament field gun competition, were later given a civic welcome in the Guildhall Square at Portsmouth — Story and more pictures in centre pages.

Picture: Sgt. Peter Wiseman, Australian Army



HARD WORK REAPS REWARD

VENTURING into the fourth division of the national league has been a resounding success for the RN water polo team, writes Alan Walker. Nine matches were won, two drawn and only three lost.

This was a great tribute to Navy coach CPO Terry Holder (HMS Defiance) who has worked so hard to drill the team, and was rewarded with a creditable third place in the division.

A week's proficiency course held at HMS Cochrane's Caledonia pool resulted in some hard training for all who attended, but reaped rich rewards in the form of a win over Northern Ireland in the prestigious Willie Mellors Memorial Tournament. The match against Scotland was only just lost, and this was a

WATER POLO

considerable achievement for a team competing at international level.

At inter-Service level, an unfortunate loss against the RAF left the Navy in a vulnerable position, but they found their form again against the Army. Goals from CPO Andy Bladon (HMS Defiance), Sub-Lieut. Phil Walter (HMS Revenge), POPT Micky Flaherty (HMS Challenger) and Mne. Dave Riley (RM Poole) put the Navy 4-1 up.

The third and fourth quarters were incredibly exciting, with the Army staging a remarkable recovery and snatching the lead. Lieut. Rob Heatley just managed to pull one back to make

the final result a draw. The next day the Army thrashed the RAF 8-6.

In October the Navy team have been invited to play in the international tournament in Berlin to commemorate the city's anniversary.

Having won both the men's and the women's events at the Navy Swimming Championships, the Royal Marines were determined to make it a hat-trick with the Inter-Command Water Polo Trophy. They beat Air Command 15-9 to meet Portsmouth in the final, the latter having scraped home against Plymouth.

However, Portsmouth's strong team were too much for the Royals and the final score was a win for Portsmouth, 12-9. Plymouth won the Plate Final 10-5 against Naval Air.

IMPROVED TEAM BREAK RECORDS

ROYAL Navy swimmers put in a tremendous effort at the Inter-Services Swimming Championships to finish only five points behind the star-studded RAF team, writes Alan Walker.

This was a huge improvement on last year's performance against a very similar RAF team, and the quality of competition was proved by the setting of eight new inter-Service records and five new Navy Championship bests.

Although it was the Army's year to host the event they couldn't provide a suitable pool, which gave HMS Collingwood a chance to shine as they stepped into the breach and provided superb facilities which were expertly run.

CPO Sam Wakefield (HMS Sultan), team coach, had done a wonderful job in training the swimmers, ably assisted by PO Tony Seebury (HMS Heron) and Cpl. Billy Adam (CTCRM).

The first record to go was the 100m butterfly, in which LAEM Steve Thomas (HMS Heron) took more than a second off his own Navy record. He came in second, and close behind him at the finish was Mne. Dey (HMS Manchester).

MEA App. Jason Wordley (HMS Sultan) broke the eight-year old Navy record with a time 0.11 faster for the 100m breaststroke. Another eight-year old record went down to AB Mark Franklin (HMS Soberton) who swam in the 4 x 2 length individual medley, shaving 0.64 seconds off the old time.

It was Wordley who brought the Navy their only win of the day when he took the 200m breaststroke with a new inter-Service record. His time of 2min. 36.89sec. was just 0.09sec. outside the previous record.

Final scores for the men were: RAF, 78; RN, 73; Army, 72.

The women were less successful, coming third in their competition, but some good performances were turned in with Wren Sara Gibbons (HMS Neptune) coming second in the 100m breaststroke, and Wren Hilary Winterburn (HMS Osprey), second in the 100m butterfly.

New records were also set at the RN Swimming Championships. The Royal Marines had a triumphant competition, winning the men's event and the combined RM / Plymouth / Thames team taking the women's event.

In the 4 x 2 medley relay, the Royals knocked a remarkable 2.6sec. off the seven-year old Navy record, and LAEM Steve Thomas (HMS Heron) broke his own Navy record for the

SWIMMING

100m butterfly. Steve also won the 800m freestyle and with it the Polar Bear Trophy. AB(MW) Mark Franklin (HMS Soberton) won the 100m backstroke with a new Navy record which knocked 0.24 sec. off the previous time.

The Inter-Services Long Distance Swimming Championships held at Lake Bala were won by the RAF who captured the title with an aggregate time for their three best swimmers. But it was POPT Flaherty (HMS Challenger) who actually finished first of the Service swimmers, with Lieut.-Cdr. Pete Stephens (MOD AD(N)) coming in tenth.

Pete Stephens was swimming in his 13th consecutive competition, and went on to show his versatility by winning the 21-mile national Lake Windermere race in a brilliant time of 11hr. 18min. 27sec.



The victorious Royal Marines, Plymouth and Thames Group team in the swim.

ANGLING

A PILCHARD caught by LS Norman Berry (Portsmouth Command) has set a new British record, weighing in at 80z., which is 10z. more than the previous catch hooked in 1976.

The record has yet to be officially registered but Norman has been asked to send his claim to the Mini Records of the National Anglers Council. The fish itself has been sent to the Natural History Museum in London for proper identification.

The mighty pilchard was caught during the first Inter-Command Boat, Sea Angling Championships hosted by the Royal Navy and Royal Marines Angling Association. Two boats, the Moonraker and the Boa Pescador, took 20 competing anglers over East Ruts Reef near Plymouth, where they caught a total fish weight of 462lb. 6oz.

Fine weather, calm seas and almost no tide resulted in a fine competition, with the Royal Marines taking the team event, with a total weight of 130lb. 8oz., and Cpl. Gary Austin the individual title with a 69lb. 15oz. catch. POCK Mark

Sheppard (Portsmouth Command) caught the heaviest fish, a 23lb. 2oz. conger eel, and POWEM Tony Peel (Scotland and Northern Ireland) won the best specimen event with his 91.7 per cent lesser spotted dogfish.

Another record was broken during the day when Sgt. Alan Pay caught a 15oz. scad which is a new RNRMAA record.

Determined

This year's Inter-Service Boat Sea Angling Championships were hosted by the Army and fished from Portsmouth. The Army team were determined to break the stranglehold the RAF hold on the trophy, and competition was fierce, with new rules which demanded a species / weight competition.

By the end of the first day the RNRMAA were lagging behind with only five species caught to the Army and RAF's six. Behind on weight too, the team were faced with a difficult task for the second day and were not able to make up the lost

ground, resulting in a disappointing third place for the Championships. Once again the RAF took the trophy with a total weight of 241lb. 10oz.

Next year it is the turn of the RNRMAA to host the event, so with a possible venue of Arbroath, the team are deter-

mined to work hard through the year for a better performance in Scotland.

Brilliant sunshine welcomed 30 anglers to Minehead for the Naval Air Command Sea Angling Championships. All the anglers caught fish and 16 species were caught in all, with

a total weight of 748lb. 8oz. HMS Osprey were the winners with a total eight-man team weight of 224lb. 8oz. LAEM Victor Woods (HMS Birmingham) based at Portlaine was the individual champion with the heaviest bag of the day at 55lb.

SPORT

Torpey strikes 5m. gold for his new daughter

THE INTER-Services Diving Championships were a happy event for LPT Ivan Torpey (HMS Jupiter) in more ways than one. For on the same day Ivan won a gold medal on the 5m board and became the proud father of a bouncing baby daughter, writes Alan Walker.

Ivan had originally declared himself unavailable for the competition, knowing that his wife Julie was due to enter hospital for a Caesarian section on that day. But Mrs Torpey insisted that her husband took part, and he heard the happy news just before he was due to dive.

His first series of dives brought him a creditable second in the 3m competition, and then he went on to give a brilliant performance to win the gold on the 5m.

The Royal Navy team as a

DIVING

whole had a good day, thanks largely to the efforts of national diving coach Wally Clark who agreed to run a five-day course prior to the championships.

He worked hard with all the divers and producing amazing results, with LWEM Stuart Jefferson (HMS Birmingham), a complete beginner, gaining a fifth place in the 3m competition and fourth in the 5m. Torpey made his win after being only number three in previous men's teams.

Champion diver Wren Dawn Bessey (HMS Rooke) defended her title with distinction, winning the 1m event and retaining the Tina Childs Memorial Trophy.

Women

Former RN diving coach Second Officer Sandy Pearce (Whitehall COMMEN) came out of retirement and dived better than ever before with a second and a third place. This was enough when combined with Dawn Bessey's results for them to retain the Inter-Services Women's title.

Despite the marvellous efforts of Torpey and Jefferson, the men's title went to the RAF, but only by the small margin of two points.

A diving proficiency course is being planned for November 16-20. Anyone wishing to attend should contact Second Officer Pearce on MOD Main Building ext: 3717 or 3862, or Lieut.-Cdr. Alan Walker on Portsmouth Naval Base ext: 24131. All divers from beginners standard upwards are welcome.

Berry's weighty pilchard is new British best

Glass Onion sails through

SAILING

LIEUT. Richard Franklin (HMS Sultan) in his mini-tonner Glass Onion has stormed to success in the Quarter Ton class of the 1987 Solent Points Championship, beating some of the newest and fastest boats in the world.

Although Glass Onion is a couple of feet smaller and a few years older than the rest of her class, she has consistently outlasted her high-tech rivals to win the Greenjackets Cup, the Royal London Yacht Club Challenge Cup and the Royal Southern Challenge Cup. These wins, together with three second places, won her the points championship by a large margin.

Glass Onion's regular crew has included

Lieuts. Chris Gardner (HMS Dryad) and Jon Glass (HMS Amazon), Sub-Lieut. Roger Guy (RNEC Manadon) and Pte. Nigel Taylor (HMS Dolphin).

Lieut. Franklin hopes to be able to take the boat to the Mini Ton World Championships in Denmark next year. A high ambition for a little boat that was found at the end of last year lying in a field. Franklin bought her and she was extensively refitted in time for this season's racing, and it soon became clear that she is capable of world class competition.

Brazen joins royal visit to Mauritius

HMS BRAZEN, which has won the naval Wilkinson Sword of Peace for her historic visit to Malta a year ago, will this September visit the Indian Ocean island of Mauritius.

Her call on Port Louis will coincide with a visit by the Duke and Duchess of York for Mauritius's Festival de la Mer.

Historic frigate gets a lift to restorer

AS the iron-clad warship Warrior prepared to welcome her first paying visitors, another historic vessel left Portsmouth for complete restoration.

The teak-hulled frigate Foudroyant took a "piggy-back" ride to Hartlepool, where the Warrior was rebuilt. The Foudroyant, the second-oldest ship afloat, was launched 170 years ago and for the last 50 of them has been moored in Portsmouth Harbour where she has been used as a youth training vessel.

Lifted clear of the water by a huge, submersible barge, the Foudroyant took six days to reach Hartlepool for her three-year, £2-million restoration.

Minerva

She shared her berth on the Dutch barge Goliath with the smaller Minerva, formerly a Royal Naval monitor of the First World War.

The Minerva was bought from the Ministry of Defence by the Warrior Preservation Trust for £8,000. It is planned to restore the 72-year-old vessel to her original appearance, although her final resting place is as yet undecided.

A few days before the Warrior was opened to the public on July 27, there was a lot of issue for her "ship's company" — the first to be held on board her for 83 years.

Prince Andrew, who has served on board the Brazen, will officially open a British Maritime Exhibition, which will include photographs taken by members of the ship's company.

Prominent feature of the exhibition will be the Royal Navy's 167-year links with the island which began when the British Fleet acted to secure the safe passage of shipping in the Indian Ocean.

HMS Brazen left Devonport on July 29, en route for Gulf deployment, after learning that she had been awarded the Navy's Wilkinson Sword of Peace for 1986.

Symbolic

The Type 22 frigate's five-day visit to Malta in August last year was the first by a British warship since 1979. More than 32,000 people visited the Brazen, and the occasion was seen as the first tangible evidence of an improvement in Anglo-Maltese relations.

In the award citation, Wilkinson Sword state:

"HMS Brazen's visit was an historic occasion for the island of Malta as well as an outstanding diplomatic success, described by Dr. Bonnici, the Maltese Prime Minister, as 'a symbol of partnership between two equal partners in the Commonwealth, not equal in size and importance, but equal in status.'"

Friendliness

"The enthusiasm and friendliness shown to the Maltese by the ship's company demonstrated that a new relationship had been created between the two countries."

Each year since 1966 a unit of each of the three Armed Services has received a specially crafted Wilkinson Sword in recognition of its outstanding efforts in fostering good relations in the territories and areas in which it has been stationed.

As the Brazen is on long deployment, no date has yet been fixed for presentation of her sword.



Economy drive nets £125

THIS lightweight three-wheeler put students at the RN Engineering College, Manadon, among the prizes in the Shell-Motor Mileage Marathon at Silverstone.

Driven by Wren Julie Turley, the vehicle — powered by a 50 cc engine — won third place in the Motor Novice Class for first-time entrants.

That brought in £75, while £50 more was won by the team for exceeding 350 miles per gallon at the first attempt.

50 teams

In fact, their vehicle achieved 551 mpg. The marathon, which aims to encourage petrol economy and efficiency, was won for the second time in three years by Kings College, London, whose entry achieved 3,804 mpg.

The Manadon design team, who were up against 50 competitors from Britain and abroad, are (from left), Julian Philo, Robin Hughes, Graeme Little and Chris Ford.

Survey trio in Brittany break

SOARING temperatures and clear skies blessed a visit to the French resort of St Malo by four ships of the Hydrographic Flotilla.

HM ships Beagle, Bulldog and Fox, accompanied by HM survey launch Gleaner were under the command of the Captain Hydrographic Surveying Flotilla, Capt. Geoff Hope, embarked in the Beagle.

French cuisine was enjoyed by all — except by Capt Hope, who was undertaking a sponsored slim in aid of Plymouth's new lifeboat.

A soccer match between a combined ship's team and the local fire brigade resulted in a 2-2 draw and was followed by a mayoral reception. On their part, the ships played host to almost 2,000 visitors — including British holidaymakers.

After the memorable visit the Bulldog, Fox and Gleaner returned to their surveying grounds, while the Beagle sailed north to Rosyth for basic operational sea training.

Refit 'first' for Cygnet

BIRD-class patrol vessel HMS Cygnet is back in service after an eight-month refit at Rosyth.

Chief guest at the ship's rededication ceremony was the Flag Officer Scotland and Northern Ireland, Vice-Admiral Sir George Vallings accompanied by Lady Vallings.

During the refit — the first to be completed under Babcock Thorn Ltd. — the ship's company took part in the Dunfermline half-marathon, raising £50 for the children's ward of the Joyce Green Hospital in the Cygnet's affiliated borough of Graysheam. The ship's team also won HMS Cochrane's Swedish longball competition.

Presentation

Among the guests at the rededication ceremony on July 17 was the Commodore Clyde, Commodore Patrick Rowe; Commodore Mine Warfare, Commodore Barry Clarke; and Capt. Alun Ryle. Also present was Lieut.-Col. O'Bryne of the Royal Irish Rangers — the ship's affiliated regiment; and the Mayor and Mayoress of Graysheam, Cllr. and Mrs. L. Glanfield.

After the ceremony, the outgoing marine engineer officer, CPO Colin Deeney, was presented with a tankard for his outstanding contribution to the efficiency of the ship.



Mrs. Anne Ross and HMS Cygnet's youngest rating, AB(R) Graham Hanson, cut the ship's rededication cake. Mrs. Ross is the wife of the Cygnet's commanding officer, Lieut. Bruce Ross.

Picture: HMS Neptune.



End of record paper chase

HANDS ON for the end of a "handrualic" era as HMS Dolphin became the first establishment to start transferring its manual personal and medical records to a computerised system ready for arrival of OASIS System 3 this month.

The system will be introduced over the next four years. It will maintain an individual's records and make them available to Unit Personnel Office staff and other interested parties, so dispensing with the need to maintain records on paper or index cards.

Most regular routine reports and paperwork dealing with movements, leave, service

documentation and medical appointments will be produced automatically by computer.

Our picture from HMS Dolphin shows RPO Hayward, WRENS Cole and Vanholland, and LMEAs Alexander, Burt, Lloyd, Smith, Yates and Whitehead who, with other personnel from the establishment, have completed 2,300 records — representing 11,500 sheets of paper!

Rock trophy tribute to Kiwi Hunt

SIX-MAN teams seeking to break Top of the Rock records at Gibraltar are now eligible for a new award — the Kiwi Hunt Trophy.

The trophy has been presented to HMS Rooke in memory of Sgt. Ian (Kiwi) Hunt of the Special Boat Service who was killed in the closing stages of the Falklands War.

Kiwi had enjoyed a long association with Rooke, and had made many naval sporting friends. His specialist event was marathon running and he had competed in very many Top of the Rock races.

His friends decided to present the award so that Kiwi would be remembered at Gibraltar.

The trophy will be awarded to runners who break the Rock team record. The trophy depicts a swimmer/canoist equipped for counter-terrorist operations, current holders being the SBS.

Going foreign: the right time and place

THE S and S (including QA and ETS) and Medical Drafting Desks are often asked about drafts abroad. How do I get one? Is it the right place — right time? Or what?

In short, a male rating has to be in the time frame for a shore draft (those without previous LFS having priority), while a WRNS rating will be selected from the top of her respective branch roster, the original position on this roster being determined by the 18th birthday or date of entry, if later. In every case, a recommendation as being a suitable candidate for LFS is required before a draft can be confirmed.

The key to being considered in the first place is that you must be noted as a volunteer from

the entry on C230 — your DPC. There is space to insert 2 LFS areas where you are keen to serve and whether you prefer LFS to take priority over UK preferences.

If you state No or do not complete this box on the DPC, you will not be considered as a volunteer (that is, until you send in another DPC if you change your mind).

You will be considered as a volunteer for any LFS by virtue of saying simply Yes and, even if you have asked for a particular area, because there are comparatively few opportunities, Drafty won't discount you for another which may be coming up. Extra comments can be added to the DPC or a C240 to expand on your aim for a specific draft.

However, although a C240 is useful to nudge Drafty in your favour, it only remains on record for two years, whereas your DPC remains on file until you update it, so it's important to get your DPC right.

Position on the WRNS roster will not alter until a WRNS rating is drafted to LFS or changes her preference. A No or no entry on the DPC takes you off the roster: a Yes on a revised DPC, hopefully together with a C240, re-instates you with a current date.

WRNS Writers have to have special mention to take account of the Falklands requirement. Because of this, they, in fact, have two rosters — one for the normal LFS areas, the other for service in the Falklands.

All WRNS Writers are placed on the "Falklands" roster and are removed from it only after completing a tour in the South Atlantic. Volunteers, of course, are considered first — and those who do volunteer will not lose out elsewhere: some have managed two sides of the globe in the same year!

If you want to get a better idea where the LFS jobs are for your Branch and rate, then a look at the Supplement to BR14 (Drafting Regulations) will give you the answer. And if you haven't worked the oracle yet, don't give up. It may be that advancement, adquals, timing, turbulence, etc., have baulked you.

There are always lots of volunteers. The best advice can only be to make sure your DPC carries the right message.

"Rounds? Nothing about them in my contract!"



Contract catering: latest

NOT surprisingly, Contract Catering continues to be a live topic for discussion among Cooks, Stewards and Caterers.

Since 1983, when the first full catering contract was let for RNC Greenwich, the Admiralty Board's plans for transfer of certain tasks to contract have been taking shape: however, it was only last year that a small number of uniformed manpower reductions were realised — at BRNC Dartmouth and HMS Daedalus.

Of greater impact will be the uniformed savings which will begin to occur from about the turn of the year, when HM ships Collingwood, Royal Arthur, Cambridge and Mercury go to full contract.

On the other hand, there will be no change to the numbers of uniformed staffs from the programme of support contracts which will be introduced to

DRAFTY

other establishments in a similar timescale.

So where will this leave Drafty? What will be the effect on jobs, preference and the sea shore ratio?

For a start, it should not be forgotten that establishments going to contract have been drawn up to give the widest practicable geographical spread so that the effects are not confined to one particular area. Also WRNS Cook recruiting ceased in 1984 and the numbers of WRNS Stewards are reducing by half, while still maintaining advancement/promotion pros-

pects for the girls remaining.

Add to that a corresponding reduction in the overall requirement, and it will be seen that the equation is designed to give the best balance to all the personal factors. In effect, there will be fewer people chasing fewer jobs and no lack of opportunity when coming ashore from sea.

It will not all be plain sailing, but Drafty, as always, will do his best to keep disruption to a minimum: DPCs will continue to get full attention and a major upset in preference achievement is not anticipated.

Certainly, in the immediate future, billets lost will allow much-needed manpower to be redeployed and will result in the easing of the gapping problem which is still much in evidence and a Catering presence will be maintained even in establishments where there is a full contract. So all should be assured there will be no shortage of worthwhile employment.

Finally, to round off on future developments, it looks very much as if the full contract for HMS St Vincent will be delayed a year or so, that is to financial year 1988-89, and plans for HMS Osprey have been revised: the existing complement of Steward ratings is now being retained. Contract staff will be employed to make up the shortfall in an increased requirement for the new Wardroom.

LADY DOCS JOIN THE Q

THE previous medical contribution to Drafty's Corner forecast the advent of the female MA. Since then, the final detail has been decided and DCI(RN) 199 issued (see Page 14). The following facts also may interest those anxious to see how the new Branch will be formed.

Significantly, and contrary to popular belief, the "Lady Docs" will be QARRNS and not WRNS, and, to give them their own special identity, rate titles will be suffixed by "Q" — MA(Q), LMA(Q) and so on.

Welcome

Billets are already written into Schemes of Complement, recruiting is well on the move and the first entry will join Part I training at HMS Raleigh this month to take up Part IV drafts in the autumn of next year.

Drafty will follow up with a progress report in the New Year but, meantime, a big welcome to the new girls.

Drafting visits: The Medical Drafting Team has been out and about in the past few months and many of you will have had the chance to beard the MDO, Lieut.-Cdr. Peter Wellings, and the drafting "surgeon," POWTR Mick Thompson.

Invaluable

These are invaluable sessions, but don't forget that they are no substitute for you getting your DPC right and up-to-date. It would help to avoid drafting a nurse on her wedding day or taking a request for "any ship" literally when an erstwhile bachelor now has house and family!

And why not find out from your DO how many jobs are available in preference areas: it is the mismatch between billets available and the number of current referees that can force

"Therefore if any man can show just cause or impediment..."



THE TEAM

Drafting Commander and WOs' Appointer: Cdr. Tony Ling (ext. 2381).
Writers, SAs, QAs, ETS and FS: First Officer Chrissy Dyer (ext. 2455).
Office Manager and Writer SRs: CPOWTR Taff Webster (ext. 2433).
Writer JRs and all QAs, ETS and FS: POWTR Ingrid Gartside (ext. 2255).
All SAs: POWTR Paul Hobbs (ext. 2444).
Cooks, Caterers and Stewards: Lieut.-Cdr. Bob Carr (ext. 2456).
All Cks and CAs: POWTR Ollie Twist (ext. 2446).
All Sids: CPOWTR Terry Ashdown (ext. 2575).
Medical and QARRNS: Lieut.-Cdr. Peter Wellings (ext. 2570), POWTR Mick Thompson (ext. 2445) — relieved by POWTR Kevin Rowan on Oct. 20.



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SHIPS of the ROYAL NAVY

No. 382

London: the pride of the capital

ON JUNE 5 of this year, the tenth HMS London was commissioned. The latest of her class to join the fleet, she is the fourth of the "stretched" Batch 2, Type 22 frigates.

FACTS AND FIGURES

Length: 148.3 m. Beam 14.7 m. Draught: 6.2 m. Displacement: 4850 tons, full load. Maximum speed: in excess of 30 knots. Range: 4,500 miles. Aircraft: Lynx Mk. 2 helicopters; can operate Sea King or EH101. Main engines: COGOG arrangement of two Rolls-Royce Olympus gas turbines, 37540 shp; two Rolls-Royce Tyne gas turbines, 9700 shp. Shafts: two. Complement: 253. Weapons: Exocet missiles; SeaWolf anti-missile system; two Bofors guns; two triple torpedo tubes for ASW torpedoes; NATO Seagat decoy launchers; 670 jammer system. Sensors: navigational and surveillance radars; SeaWolf tracking radar, electronic surveillance, Active and towed array sonar.

She was ordered in February 1982, and laid down in October of that year at Yarrow on the Clyde. The then Lord Mayor of London, Dame Mary Donaldson, launched her in October 1984, and attended her commissioning at Devonport with the present Lord and Lady Mayoress.

Since the ship's acceptance she has been conducting trials of her varied weapon, engineering and sensor equipment. At an estimated cost of more than £130 million, she is a highly sophisticated vessel. Her predecessor, completed in 1963, was a mere £14 million, compared with £2 million for the 1929 cruiser and only £1.1 million for the 1902 battleship.

Today's ship is designed to detect and destroy submarines at long range, her passive and active sensors include hull-mounted and towed-array sonar, and she has the ability to fire torpedoes from triple tubes or to drop them from helicopters.

Sophisticated radar and passive sensors also give the London considerable anti-ship capability, and she is

HMS London is currently conducting extensive trials of her sophisticated equipment.



equipped with the Exocet surface to surface missile as well as the Sea Skua air to surface which is fired by the Lynx helicopter. GWS25 mod. 3 SeaWolf anti-missile systems fire the ship excellent self-defence against all airborne targets.

All these sensors and weapons are controlled and co-ordinated by a command computer system, CACS, which can exchange information with friendly ships and aircraft by radio data links. Satellite systems are used for communications and navigation.

Following in the wake of previous

HMS Londons, the new ship has strong links with the City of London, and made her first visit to the capital shortly after commissioning, (see story on page 31).

Other affiliations include the honourable Company of Mercers, RAF Nimrod 236 Operational Conversion Unit, and the Royal Regiment of Fusiliers.

The London has been undertaking her exhaustive trials in the warmth of the Mediterranean as well as in home waters. She has visited Gibraltar, Corfu and Crete in the process of testing her equipment. Trials are due to be completed by the end of the year.



LINKED BY THE YEARS

ON MARCH 7, 1665, while off the Cape of Good Hope, the first HMS London to have been built as a warship blew up with the loss of all but 19 of the 351 men aboard.

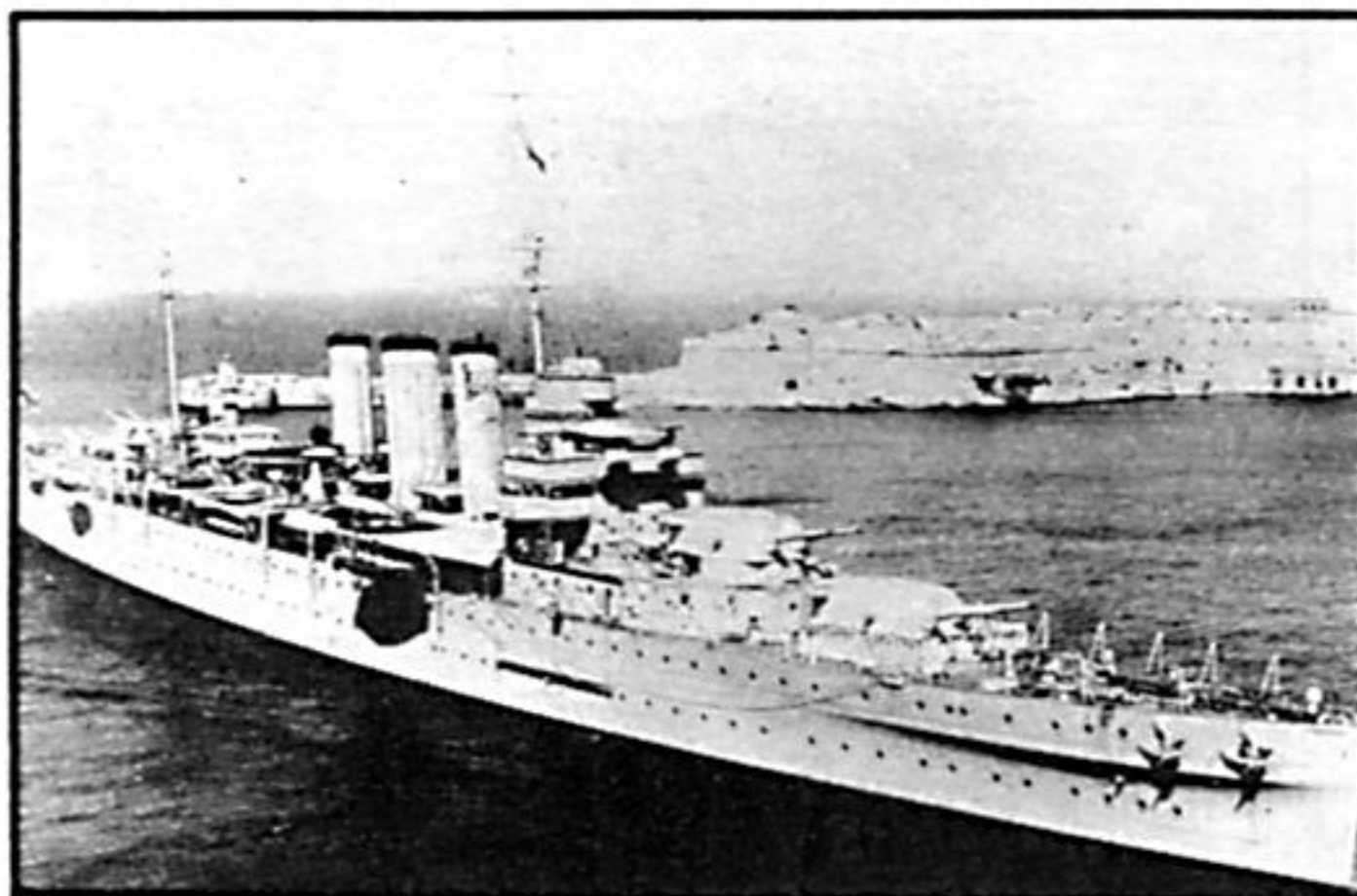
It was a terrible loss, and one that prompted the Lord Mayor of London to offer to replace the ship at the City's expense, and thus forge a link with ships of that name that lasted through centuries.

The new ship was launched as the Loyal London, but partly destroyed by fire and rebuilt in 1670. On completion her name was changed to London and she fought in the third Dutch War and took part in the victory of Barfleur in 1689 which effectively ended the French challenge at sea.

Various ships of the name followed, the fifth being a 90-gun Second Rate launched at Chatham in May 1766. She served on the North American Station during the American War of Independence, and in 1781 was Rear-Admiral Thomas Graves' flagship in the two actions off the Chesapeake.

In 1797 the London's ship's company played a leading part in the mutiny at Spithead and later was Admiral Hyde Parker's flagship in the expedition to the Baltic. She was finally broken up at Chatham in 1811.

Among the last pure sailing ships of her line to be completed, the sixth HMS London joined the Mediterranean Fleet at the outbreak of the Crimean



The eighth HMS London enters Malta in 1949, during her service with the Mediterranean Fleet.

War. She took part in the naval bombardment of Sebastopol on October 17 1854, and was propelled in and out of the action by the paddle steamer HMS Niger, secured to her disengaged side.

She was modernised with steam machinery and a screw propeller in 1859 and, after a spell in the Mediterranean, spent the last phase of her career as a harbour depot ship in Zanzibar, helping to suppress the East African slave trade.

Dardanelles

Ships of the name took part in both World Wars. The seventh, a 15,000 ton battleship launched in 1899, was sent to the Dardanelles in 1915 to support the Gallipoli invasion. She covered the Anzacs landing near Gaba Tepe before withdrawing to Italy.

The Second World War London was a 9,850 ton cruiser of the County-class built at Portsmouth and launched in 1927. She underwent a major reconstruction in 1939, during which thicker armour was added and much improved anti-aircraft armament installed.

She served in the Home and Eastern Fleets during the war but, in 1949 while on Far East

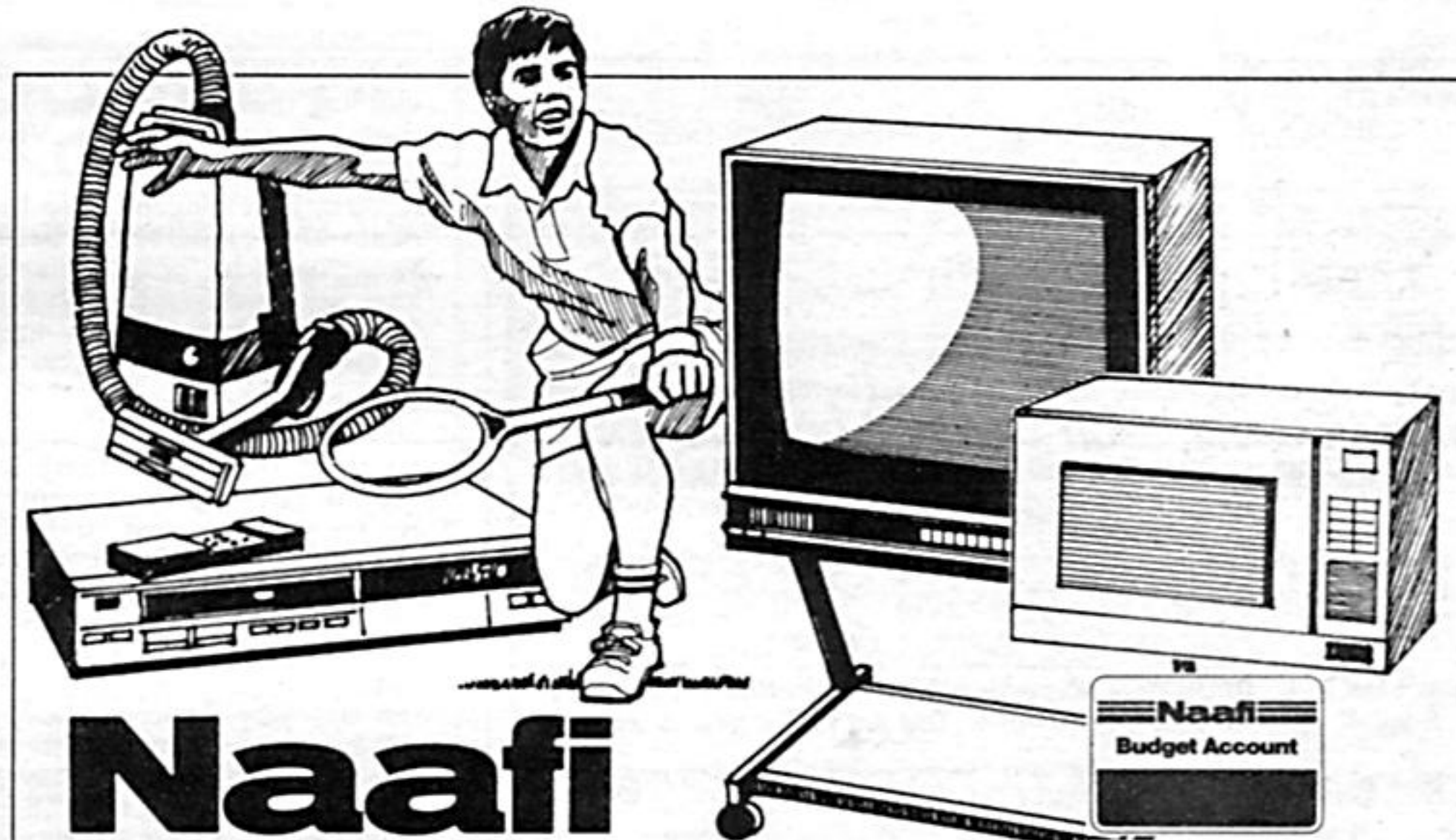
duty, she was extensively damaged by Communist artillery fire while attempting to rescue HMS Amethyst in the Yangtse River.

The most recent HMS London was a 5,440 ton County-class guided-missile destroyer laid down at Swan Hunter's Tyneside Yard in 1960. She served throughout the world participating in major exercises and commemorative reviews. In March 1979 she was the last British Naval Unit to leave Malta, embarking the Commander, British Forces Malta and his staff to complete the withdrawal. She was finally sold to Pakistan in 1982.

BATTLE HONOURS

Kentish Knock 1652, Gabbard 1653, Scheveningen 1653, Lowestoft 1665, Soleby 1672, Schoonelt 1673, Texel 1673, Barfleur 1692, Chesapeake 1781, Groix Island 1795, Copenhagen 1801, Marengo 1806, Crimea 1894-5, Dardanelles 1915, Atlantic 1941, Arctic 1941-3.

POSTCARDS LIST ON PAGE 34



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Blackfoot device boosted morale

(From Vice-Admiral Sir Derek Reffell, Controller of the Navy)

NO DOUBT you will receive masses of letters on the origins of the Blackfoot funnel device for minesweepers.

However, I was present with the 104th Minesweeping Squadron when the device was instituted, or possibly resurrected, although I have no evidence of earlier existence.

The early Deltic-engined CMS had major difficulties through oil in the exhaust which made a mess on the upper deck and caused some fires in the funnel.

This problem was severe in HM ships Walkerton and Wilkieston, which were deployed to Aden during the Middle East crisis in 1958.

Somali labourers were hired under contract to clean the ships' upper decks, and while doing so left bare black footprints.

One morning the Squadron awoke to find a device painted on the Wilkieston's funnel consisting of an upended red Delta containing a black footprint on a white background.

After some initial hesitation the squadron commander, now Vice-Admiral Sir Roderick Macdonald, accepted the device and introduced it as the squadron badge.

It did plenty for morale, and I am delighted to hear of its reintroduction. — Derek Reffell, London.

Smoky joes

THE ORIGINAL Fourth Minesweeping Flotilla was composed of First World War sloop fleet minesweepers, meant for disposal but kept in reserve in various dockyards abroad and in the UK.

These "smoky joes" as they were called swept the channels from the Thames Estuary as far north as the Faroes, conveying

oil tankers through E-boat alley in their spare time. They formed the main minesweeping force on D-Day.

Although afflicted with five years of soot, I as one of the Black Feet am disappointed that none of the "smoky joes" has been remembered in naming new ships in this category. — G. J. Springett (ex-CPO TC), Portsmouth.

Many other letters have been received about the "sooty foot" emblem and its adoption in the late 1950s.

Two correspondents, Cdr. Bruce Nicolls (Portsmouth) and Cdr. I. G. Riley (Royal Hospital School, Ipswich), mention that

after the adoption of the badge, links were forged with the Canadian Blackfoot Indians.

Another sequel, says Cdr. Nicolls, was that a tie was produced — an attractive design with black feet on diagonal

white stripes on a maroon field.

Ex-M(E)1 Bill Slater (Wirral) claims that the emblem originated in HMS Maxton, commissioned in 1958 at HMS Diligence.

Other correspondents in-

cluded J. A. P. Coats (ex-Staff TAS Officer), writing from Tarbert, Argyll; Darby Allen (ex-HMS Maryton), of Woudham, Kent; and Tony Bird (ex-POM(E), RNR), of Kingsclere, Berks.



One of the sooty-foots, HMS Dulverton of the re-formed Fourth MCM Squadron, enters Portsmouth. Picture: Mike Lennon

Glorious 'shroud of silence'

I WOULD like to endorse everything that Capt. Nicholas Barker (HMS Sheffield) said in his letter (July) about the captains and crews of HMS Ardent and HMS Acasta. They did deserve to be recognised.

The whole action has been shrouded in silence from the top.

My interest in the affair was that I was a young stoker in HMS Glorious, but was in hospital ashore on June 8, 1940. Some of the finest people I have ever known were lost in the ship. — Harry Hoose, Runcorn Cheshire.

Heroism of Nick Carter

RECENT correspondence concerning the inadequate recognition of heroism shown during the action in which the Ardent and Acasta defended HMS Glorious on June 8, 1940, made no mention of the sole survivor of the Acasta, Leading Seaman Nick Carter. He endured three days on a raft before being picked up, and subsequently suffered much humiliation when his account of the actual chain of events was disbelieved.

He was not vindicated until March 1947 when, in the House of Commons, it was admitted that previous official accounts of the battle had been inaccurate.

Nick Carter's story is well told in his book "The Man Who Hit the Scharnhorst" written jointly with John Austin and published by Seeley Service in 1973. Sir Winston Churchill devoted a page to LS Carter's personal account of the action in volume one of "The Second World War" — "The Gathering Storm" — E. H. Brown, Swindon.

Paperwork and discipline

REGARDING correspondence on "scruffy sailors" and the letter from WOMAA J. M. Cole, (August), could I say that in this technical age on board ship, with reduced manning and all the sea time involved, it is enough for technical senior rates to keep the ships running without the extra time spent trooping someone. The engines, radars, air conditioners etc. don't stop for defaulters.

If there was a system whereby a senior rate could make one written statement when picking up a junior rate for long hair or scruffy dress, then fair enough. But when it is OOD, Commander's and Captain's it is all time away from the job.

We are also involved with on-job training of these junior rates. And really, at the end of the day, the same junior rates that walk past the Tiffs and Mechs. are walking past the Reggies. — R. Thompson, CMEA(L), HMS Bristol.

LETTERS to the Editor

Uniform 'a mishmash of outdated tradition'

AT THE risk of upsetting traditional Navy diehards (past and present), are there likely to be any moves in the foreseeable future to abolish the standard square rig and

bring the junior rates' uniform into the 20th Century?

To elaborate:

Collar: A totally useless item of clothing that ceased to have a useful function in the Victorian era.

Silk: Whichever legend is to be believed — whether it be a sweat band for powder monkeys or a mourning band for Nelson — surely it can now be laid to rest after 180 years.

Lanyard: In the time of Exocet and Seawolf, the necessity to be equipped with a length of rope to ignite or fire a cannon is, to say the least, a little obsolete.

Trousers: The only people who can possibly imagine flared trousers to be smart probably remember Mungo Jerry or the Bay City Rollers (who?).

All in all, the entire uniform is a mishmash of outdated naval tradition. Why not kit the entire Navy in more or less the same standard uniform style as do the Army and Royal Air Force?

Service personnel should feel proud to walk the streets dressed in sensible functional uniform — D. F. Smith LMEM(M), HMS Sultan.

An earlier balloon epic

RICHARD Branson's balloon epic reminds me of the time in the war when the minesweeper Lois was ordered to disperse a balloon which had drifted from shore and was moving towards a convoy passing through the Dover Straits.

Our crew fired bullets without effect, and we then went alongside and tried to slash the fabric with knives and bayonets.

The next thing we knew was that the balloon and cables were round the screw, and jammed it.

German guns began shelling us from Cap Griz Nez, but eventually a tug towed us back to harbour, for dry-docking. We got six days' leave. — R. James, (ex-PO Eng), London.



Daphne Invicta basking on deck.

SEAL SERVICE

AS YOU and your readers will know, the Navy has always been keen to recruit girl seals, and so you must have been surprised to learn, via T. Caffey's letter in the May issue, that HMS Kent actually rejected such an applicant in 1943.

However, that was not the case, and the facts are as follows:

A cutter's crew exercising in Hvalfiord saw her swimming around, obviously looking for a recruiting office, so they brought her back on board where she was made a fuss of and shown around the ship.

She was put back in the sea to decide if she really wanted to join. There was no question of rejecting her.

As soon as she swam back to our gangway Capt. Cunningham had no hesitation in ordering that she become a member of the ship's company.

Furthermore, he was so impressed with her keenness that he immediately promoted her to Girl Seal 1st Class — a promotion, as we all know, rarely achieved.

Daphne Invicta, as she was christened, was very happy on board. She had her daily swim when we were at anchor, slept most of the time when we were at sea, and took full advantage of that well-known right of Girl Seals 1st Class to use the quarterdeck scuppers as a toilet.

I enclose a copy of her medical history sheet. She even-

tually died from causes the surgeon commander was unable to establish, but was in all probability due to eating tinned herrings in tomato sauce when we ran out of fresh fish at sea. — W. E. Armstrong, Old Basing, Hants.

Navy News

No. 398 34th year

Editorial and business address: Barham Block, HMS Nelson, Portsmouth, Hants PO1 3HH

Editor: John Tucker. Deputy editor: Chris Horrocks. Assistant editors: Anton Hanney and Gail Edwards.

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TELEPHONES

Editorial: Portsmouth 822351 (Naval Base) extensions 24194 and 24163

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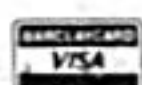
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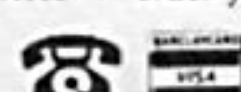
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JACK

BY TUGL



Visits plea by RNA man

WHILE attending my Royal Naval Association Club I read the notice regarding RN vessels visiting the port of Liverpool.

Over the last two years the ships have not altered much, being the same destroyers or frigates (Manchester, Liverpool and Battleaxe).

Is it possible for some of the others to be included in the visiting list? — A. Mercer, Run-corn Branch RNA.

St Vincent connection

IT WAS with great interest that I read the letter from R. G. Dodson (July) because I too served at the old training establishment HMS St Vincent at Gosport.

A few days later, answering the telephone, I was rewarded with a call from another old St Vincent, Ron Gould, who had read my item in the paper about the RM PTI Reunion Club, and who had served with me 34 years ago. It was a most pleasant surprise. — Stan Mason, Exeter, Devon.

What about St George?

WITH ALL due respect to HMS Ganges and HMS St Vincent and other pre-war boys' training establishments, little is said about St George, Isle of Man, which was the amalgamation of all the pre-war establishments.

At St George boys were trained from 1939 to the end of the war. — S. Hill (ex-D 56 class), Kidderminster, Worcs.

Bring back semaphore!

WE ARE at present on an eight-month Standing Naval Force Atlantic (SNFL) deployment, in the course of which great emphasis is placed on visual signalling of which semaphore plays a major part.

During our recent stand-off period in Norfolk, Virginia, we used our spare time to teach ourselves semaphore, thus broadening our knowledge of visual signalling and enabling ourselves to be able to communicate with our NATO friends using semaphore. This has proved to be both useful and enjoyable.

We feel that we have proved once again that semaphore is the fastest means of silent communication between closely-stationed units, for example during replenishment operations.

If it were possible for us to teach ourselves in a short space of time, we feel that semaphore should be re-introduced as part of the RO(T) part III training syllabus. Only a basic know-

ledge would be required, the remainder of training being done at sea as OJT.

So come on, let's get semaphore back in the Fleet, and get a few more Bunts on the signal deck with "flags in hand", and bring back an aspect of our work that we should never have lost. — D. Mynett, (RO(T)), S. Matthews (LRO(T)), I. Durrant, (RO(T)), HMS Danae.

HAD IT not been for the Merchant Navy there would have been no victory in either the First World War or the Second.

On Remembrance Sunday, at the Cenotaph in Whitehall, the Merchant Navy wreath should be laid simultaneously with those of the Armed Forces, and not placed afterwards around the corner of the Cenotaph. — George Hortop, Barry, South Glamorgan.

LINK WITH TITANIC

I READ with great interest the article in the books section (May) about the sinking of the Titanic.

My father's brother, Charles Joughin, was the chief baker on board, and in the book he was the man who was described as walking off the ship and "never even got his head wet."

I had the pleasure of meeting him on and off for six months

during 1941 when my ship, the Resolution, was in the USA for repairs after being torpedoed at Dakar. He was a native of Liverpool, and lived in Paterson, New Jersey. He died aged 78 after being there about 35 years.

When the book was serialised in a Sunday newspaper some years ago, I wrote to Walter Lord, author of the book, and received a very nice letter from

him from New York, telling me how he had visited my uncle in Paterson, and got his version of the story.

In 1948 I visited Paterson again after 42 years, and stayed with my uncle's people. They kindly gave me a copy of the book autographed by Walter Lord which he had sent to my uncle. — T. A. Joughin, Ipswich, Suffolk.

ARK IN TOWN: KHEDIVE WAS THERE FIRST!

I READ in the July issue that the visit to London of HMS Ark Royal was the first to be made by an aircraft carrier.

I would like to make a claim for that distinction on behalf of my old ship.

She was the escort carrier HMS Khedive, and came up the Thames to dock at Greenwich to be fitted out ready for service in the Far East. That was in October-November 1943.

I was an aircraft handler, a leading hand in the port watch. — Ted Bedford, Minehead, Somerset.

Lieut. R. Hughes RNVR (retd.), of Whitchurch, Shropshire, writes to say that the "Woolworth" escort carrier HMS

Slinger entered the Port of London in February 1944.

WHEN INS Viraat (ex-HMS Hermes) came alongside at Portland, the arrival caused controversy, the question being "has there ever been an aircraft carrier alongside before?"

We know that all three Invincible class have, when on work-ups.

Some proof, such as a photograph, would put paid to a lot of friendly arguments. — R. Warley, Portland.



WHILE no proof about previous carrier visits, this picture certainly shows that the ex-HMS Hermes was at Portland this summer.

Later hundreds of people lined Plymouth Hoe to bid an emotional farewell to the 1982

Falklands war flagship as she sailed for India as INS Viraat.

As she left port, her 800-strong Indian ship's company stood to attention, doffed their caps and cheered as the ship displayed a huge sign saying, "Thank you Plymouth."

Picture: Mike Lennon

Trapped in Gib? Spare a thought for Tamarites!

WHILE having every sympathy for those personnel serving in Gibraltar (July feature) who would like more help with going home on leave to see their families, I feel they should be made aware of their counterparts here in Hong Kong. They may then perhaps not feel so hard done by.

We have here a Leave Scheme as described in the reply to their letter: approximately £158 at today's Forces Fixed Rate, which is based on the cost of a return flight to Manila and would only pay for a one-way Forces stand-by flight to the UK.

A few simple calculations show that if single personnel in Gibraltar cannot afford three flights home per year, we in Hong Kong cannot afford even one.

We are allowed one travel warrant per year (mainly to Macau), and as our tours are only 18 months long this means one per tour.

We are also receiving nil Local Overseas Allowance, and are virtually tied to Hong Kong. A trip across our border would require security clearance six weeks in advance and considerable planning — not so the Rookites.

While every department concerned has been made well aware of the various grievances held by single personnel serving in Hong Kong, it would seem that there are more important problems to be dealt with, and again we are placed "on the back burner."

Unless a single rating's

parents can afford £1,000 for air fares plus hotel accommodation, it is 18 months away from any kind of family environment.

Yes, I sympathise with the personnel serving in HMS Rooke, and yes we can always refuse our "foreigners" if we don't like the conditions.

It brought a wry smile to the bronzed faces of the Tamarites to read of the Rookites' tale of woe, but then we all had another Carlsberg, lay back, and dreamed of a £75 return flight home! — Dawn Pattinson-Young, LWRENWTR(G), HMS Tamar.

Navy's role at Kalamata

IN THE July issue I read the letter from Edwin Horlington regarding the evacuation from Kalamata, Greece, in 1941.

I must agree with him that the Navy did a grand job in evacuating the troops, even though no cover was given.

The Navy never got the true credit for its work. — J. T. Robson, (ex-Royal Signals and ex-POW), Newcastle-upon-Tyne.

Warrior and Red Ensign

WITH reference to Lieut.-Cdr. L. E. May's letter (July) concerning the Warrior, he may not be aware that the intention is to restore the ship as near as possible to her condition during her first commission, 1861-64.

She must therefore wear the Red Ensign and a red commissioning pennant, as that was the colour of the squadron to which she was attached during that period.

Squadron colours were not discontinued until 1864, with an order "prescribing the discontinuance of the division of Flag officers into Red, White, and Blue Squadrons... with the White Ensign henceforth established as the colours of the Royal Naval Service."

The Red Ensign continued as

the national colours for all British civilian ships. — Leslie M. Dury, Portsmouth.

● A similar letter has been received from Lieut.-Cdr. J. E. Sargent RNR (retd), of Orpington, Kent.

Sister ship

I WAS interested to see the suggestion that HMS Warrior should be renamed Impregnable.

I joined the Impreg. training ship at Devonport in 1910 as an ex-Arethusa boy, and attached to her by a brow was a sister ship of the Warrior. To us her name was Inconstant, but I think that originally the name was Black Prince.

We boys used to be fascinated, going over the brow to the Inconstant, to see the huge mechanical apparatus on the stern for hoisting the propeller.

I am 93 now, but still have my Impreg. tally. — F. G. M. Anderson, Eastbourne, Sussex.

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ISSUED BY THE HOME OFFICE

Helicopter hat-trick for Brave

TYPE 22 frigate HMS Brave took on the appearance of a mini aircraft carrier when she briefly embarked no fewer than three helicopters — two Lynx and a Sea King.

All-Wren staff at Comms centre

A NEW computerised communications relay centre staffed entirely by WRNS personnel has been opened at HMS Warrior, Northwood, by the Director WRNS, Commandant Kelsey Fletcher.

Committed to NATO, the centre is in the underground operational complex at the heart of the HQ, Commander-in-Chief Channel and Eastern Atlantic, Admiral Sir Julian Oswald.

The operating team comprises 23 senior and junior rates led by WO(RS) Kate Dawson. The centre is capable of handling about 25,000 signal messages at any one moment and then relaying them to other NATO countries.

Training ships off to Med.

HM SHIPS Bristol, Euryalus and Rothesay, which comprise the new Dartmouth Training Squadron, were deploying to the Mediterranean in September with their contingents of officers and apprentices under training.

The duties of Captain DTS passed from Capt. Bill Davis (HMS Fife) to Capt. Alan West (HMS Bristol) in a Portsmouth ceremony which took place almost 15 years to the day since the last official DTS was disbanded.

Present executive officer of the Bristol, Cdr. Roy Harding, has a special link with the past squadron — he was the training officer in HMS Tenby, one of the former members.

Simulator expansion

COOK Building at HMS Dryad now houses the largest real-time computer complex outside the USA following the formal acceptance of a new trainer simulating the Operations Room of a Type 22 frigate.

The trainer, handed over to Capt. Jake Backus, Captain of the School of Maritime Operations, by Ferranti Computer Systems Ltd, will be known as the Beaver Model, after the ship of that name.

To establish the connection Capt. Geoffrey Eades, commanding officer of HMS Beaver and Captain First Frigate Squadron, was on hand to present a picture and badge of his ship.

The new model takes its place beside the six other Operations Room trainers in Cook Building.

One of the Lynx was the Brave's own aircraft, while the other was that of HMS Beaver. The Beaver's helicopter was embarked with the aviation officer to the Captain of the First Frigate Squadron.

Both Lynx were housed in the Brave's hangar while a Sea King of 819 Naval Air Squadron made the type's first operational deck landing on the ship. Pilot was Lieut. Robin Johnston.

Waveney

On another occasion, the commanding officer of the Brave, Capt. Fabian Malbon, used the ship's Lynx to make a flying visit to the frigate's affiliated district of Waveney.

He presented a £1,000 cheque to the Chief Executive of Waveney District Council, Mr. Malcolm Berridge, who received it on behalf of Lowestoft Lifeboat Appeal.

The money was raised by the ship's company over 12 months.

Cheque-out by Eric and Terry



THERE was plenty to smile about when these HMS Osprey wives joined comedians Eric Sykes and Terry Scott for the presentation of a £1,360 cheque to Dorset Childline Appeal.

On behalf of the Osprey Naval Wives Club, Eric handed the giant cheque to the chairman of the appeal committee, Marion Hall. It was the proceeds of a fete organised by Mrs. Daphne Craig and the club in the garden of Portland Castle in

aid of the BBC TV Childline Appeal.

As a thank-you to Eric for his support, the captain of Osprey, Capt. Christopher Craig, invited him and Terry — both of whom were appearing at Bournemouth — to tour the RN air station at Portland and visit HMS Amazon.

They "flew" in a Lynx simulator, witnessed aircrew survival drills and visited 815 Naval Air Squadron and the Boscawen Sports Centre.

Picture: HMS Osprey

Anglesey visits island 'home'

ONE OF the star guests at Holyhead Festival, Anglesey, was the ship which bears the name of the Welsh island.

HMS Anglesey spent four days at her "home" port to take part in festival activities. A sea day was held for 50 local guests and 15 officers and airmen from RAF Valley, and on the day the ship was open to the public 400 were welcomed on board.

Earlier, groups from the local police and two schools were given conducted tours, while a special welcome awaited ambulance man Mr. Elwyn Rogers who went on board to display a 60-metre model of the ship which had taken him 100 hours to make.

Hospitality extended to the ship's company included a reception at the local Royal Naval Association premises and hosted by the Mayor of Holyhead, Cllr. B. McCormack.

In all, the sailors helped to raise £110 for charity — through buying £65 worth of raffle tickets for the Sea Cadet unit TS Prince of Wales, and by undertaking a sponsored car wash which raised £45 for the local Muscular Dystrophy Group.

Onslaught jubilee

PAST and present crew members of HM submarine Onslaught are invited to the boat's 25th birthday celebration to be held in the Senior Rates' Mess, HMS Dolphin on October 17. Contact CPO McKenzie, CTU/SAU, HMS Dolphin.

Rosyth motor homes take to the road

TWO new motor homes are now available for hire to sailors in the Rosyth area.

The keys of the HMS Cochran vehicles were received by

Capt. Alun Ryle from Admiral Sir Peter Stanford who was at the time Commander-in-Chief Naval Home Command.

Total cost was £29,000, Cochran's Welfare Fund donating

£10,000 and the Sailors' Fund providing the rest.

Sea-going personnel will have priority in the case of one of the vehicles, both of which were well booked for the summer. They are regarded as a valuable addition to the wide range of recreational facilities available to personnel and their families in that part of Scotland.

For Admiral Stanford, the keys ceremony was one of his last functions before completing his appointment as CINCPACVHOME (see also Page 11).

Fly-past

To mark his departure from his Portsmouth headquarters there was a fly-past of aircraft piloted by members of the RNR Air Branch.

Admiral Stanford leaves the Navy after a 44-year career, and appointments which have included command of HM ships Grafton, Brighton and Hermione. Later he became Flag Officer Second Flotilla and Assistant Chief of Naval Staff (Operational Requirements).

Admiral Stanford has been succeeded as CINCPACVHOME by Admiral Sir John Woodward.



Key event at Rosyth: Capt. Alun Ryle receives the keys of two motor homes from Admiral Sir Peter Stanford.

Picture: FOSNI Photographic Section

Shetland stars in gala

MORE than 1,500 visitors were welcomed on board the fishery protection vessel HMS Shetland when she proved a major attraction at Grimsby's annual open day for the National Mission to Deep-Sea Fishermen.

Among the callers were the Mayor and Mayoress of Great Grimsby and Grimsby-born actress Patricia Hodge, who formally opened the wind-swept gala.

During the week-end the ship's company were treated to a social evening at the headquarters of Old Clee Branch of the Royal Naval Association.

While in Grimsby, the Shetland celebrated the tenth anniversary of her commissioning. A dinner party on board was attended by almost all the ship's previous commanding officers, as well as the Commander of the Fishery Protection Squadron, Cdr. Philip Unwin.

The former commanding officers who joined the present incumbent (Lieut.-Cdr. Mike Nixon) were Capt. Paddy McKnight (1977-78), Cdr. Mac Ayres (1978-79), Lieut.-Cdr. Tim Yates-Johnson (1981-83), Cdr. Harry Scott (1983-84) and Lieut.-Cdr. Malcolm Fuller (1984-86).



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Go-ahead for new Trident complex

ANOTHER major step towards introduction of Trident into Royal Navy service was marked with the award of a £120-million contract for construction work at the Clyde base, from where the new submarines will operate.

The latest contract package, awarded to the Trafalgar House Group company Cementation, will provide a covered ship-lift for raising the new Vanguard-class submarines out of the water

for maintenance.

A finger jetty with two submarine berths will also be built, and a generating station and utilities building will provide the Faslane base with power in the event of a grid failure.

The ship-lift and finger jetty will be built on 1,000 steel piles which will be sunk in the loch.

Earlier contracts worth £135 million have already been let, and over the past 18 months site preparation has been under way with construction of roads and security fences. More contracts will follow for the armament depot and explosives handling jetty at Coulport.

Meanwhile at Rosyth, design work is now in hand for a refit facility which will be capable of refitting the Vanguard-class and will bring total capital investment programme on Trident-

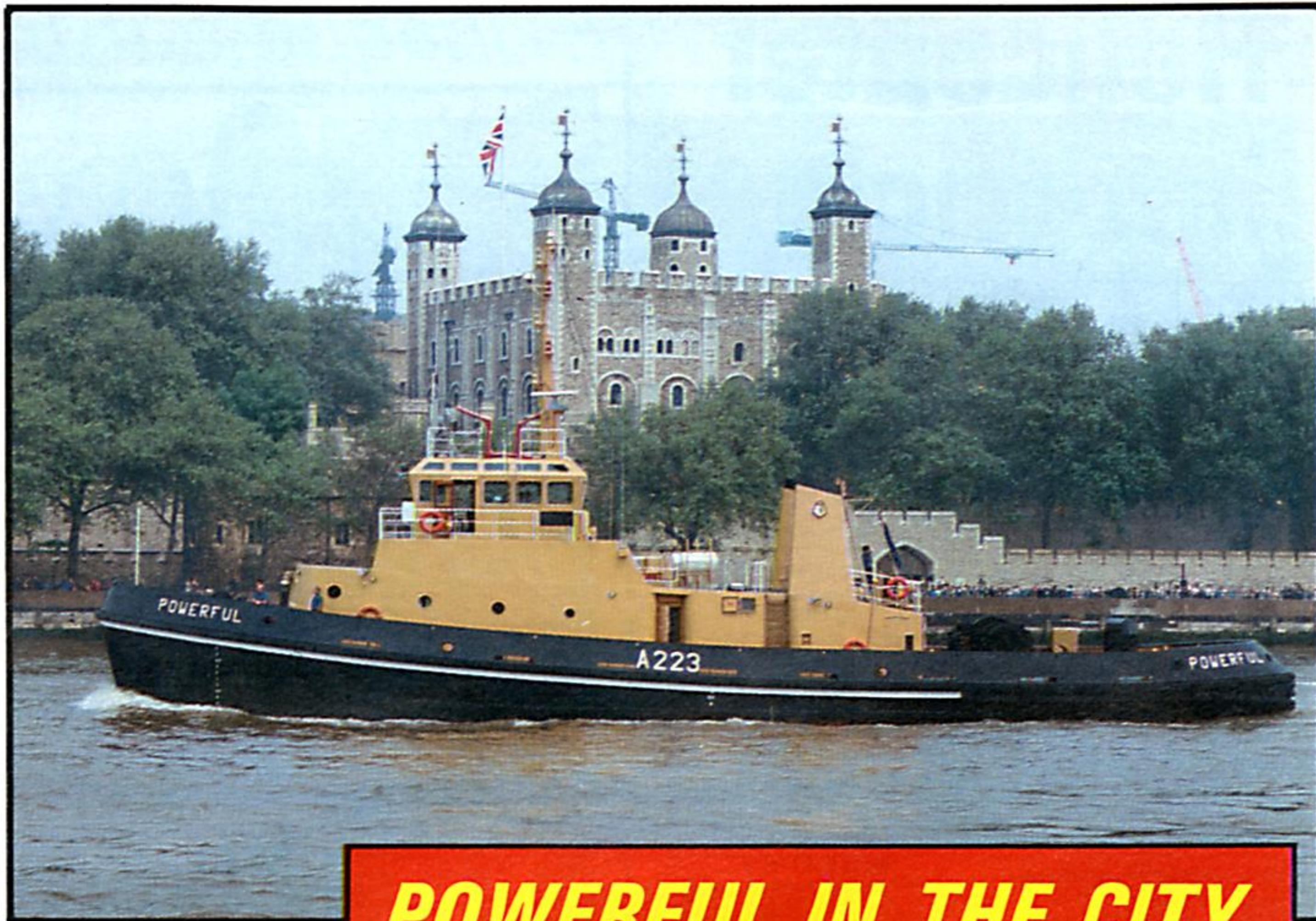
related facilities in Scotland to more than £800 million.

A report by the Comptroller and Auditor General said the Trident works programme, comprising some 110 major works projects — mainly in Scotland — was the largest and most complex ever undertaken by the Ministry of Defence and Property Services Agency.

The report confirmed that MOD expected the Trident in-service dates to be achieved at a reduced estimated cost in real terms — £9,265 million at 1986-87 prices.

Trials for reactor

PROTOTYPE of the second generation pressurised water reactor for the Vanguard-class submarines began power trials on July 27. Following completion of the trials, at Vulcan Nuclear Test Establishment at Dounreay, the Rolls-Royce plant is expected to become operational soon.



POWERFUL IN THE CITY

LONDON received a powerful reminder of the work of the Royal Maritime Auxiliary Service when two RMAS vessels made an official call on the city.

Our picture shows one of them, RMAS Powerful, passing the Tower of London on her way to her berth alongside HMS Belfast. The Powerful a twin-unit tractor tug, shared her four-day stay in the capital with RMAS Salmaster, a specialised mooring and salvage vessel and one of the most

modern of her kind.

The Salmaster is based at Rosyth, while the Powerful is employed at Portsmouth on harbour movements, coastal towing and oil pollution control.

Both ships were open to the public and received many official guests.

Alan Coles, master of the Powerful, presented £600 to the national organiser of the National Benevolent Fund for the Aged.

Picture: DPR(N) Photographic Section

The Sultan of Oman's Navy

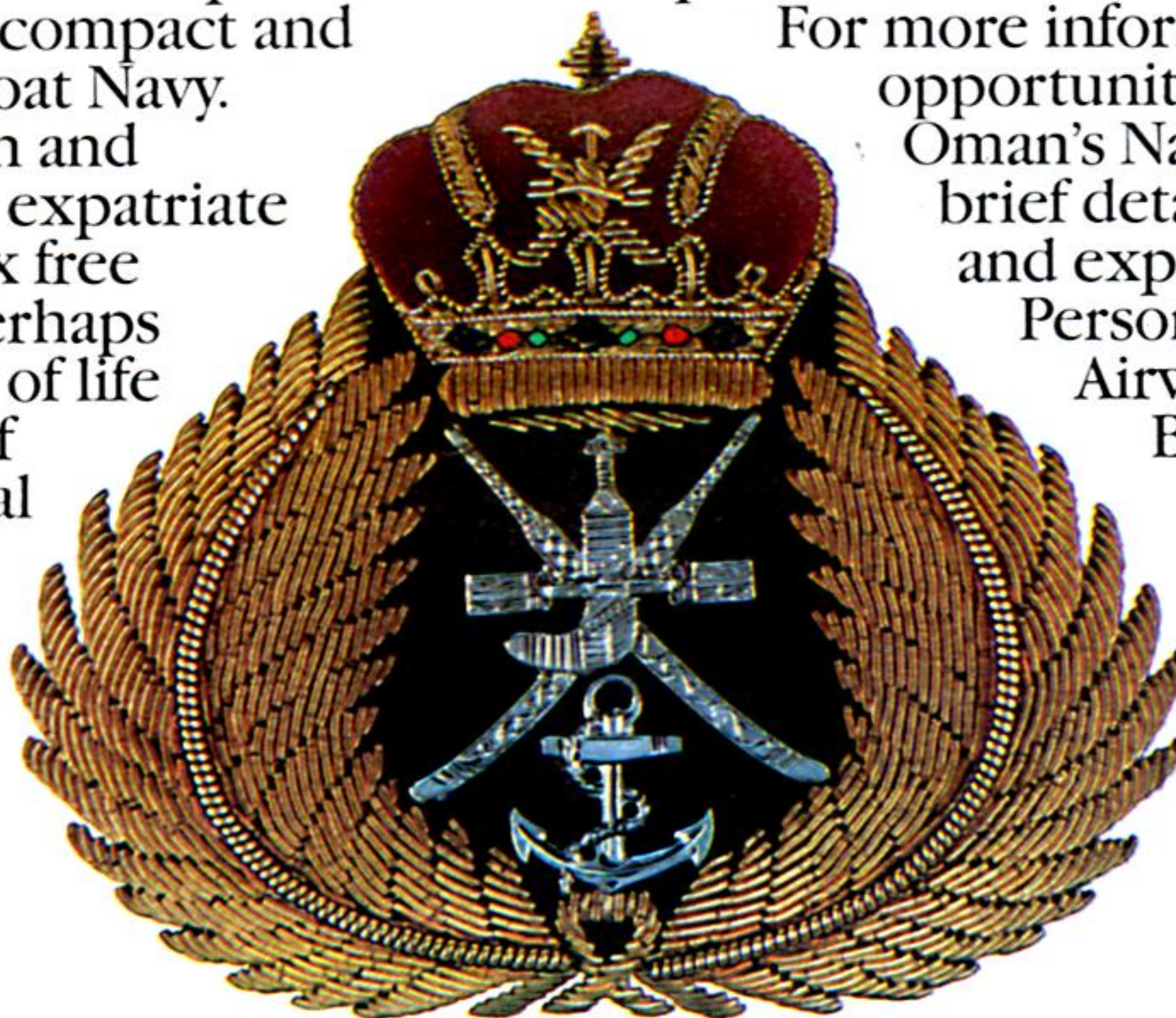
The Sultan of Oman's Navy has vacancies in several specialisations for Lieutenant Commanders, Lieutenants, Warrant Officers and Chief Petty Officers who have the adaptability, drive and experience to take an active part in the running and development of a compact and technically advanced Missile Boat Navy.

Oman is a peaceful, modern and prosperous country where the expatriate is well rewarded not only in tax free financial terms but also, and perhaps more importantly, with quality of life which include a wide variety of sporting, recreational and social activities normally found only in the more exotic holiday places.

Single men are preferred, but married men will be considered if they can demonstrate positively that they and their families can accept separations of up to 14 weeks at a time without problems.

For more information about opportunities with the Sultan of Oman's Navy please write with brief details of qualifications and experience to:

Personnel Officer (M.R.),
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Bournemouth-Hurn
Airport, Christchurch,
Dorset BH23 6EB.



Quay roll

With the flag-bedecked masts of RRS Discovery as a backdrop, the Royal Marines Band of the Flag Officer Scotland and Northern Ireland play on the quay at Dundee for the Queen's visit in July.



Farewell to a ruler of the Queen's Navy

IT WAS no picnic, getting pasta this spaghetti junction on a highly original assault course devised for HMS Dryad by the staff of the Commander-in-Chief Naval Home Command.

The course was ordered up to mark the last establishment inspection by the outgoing CINNAVHOME, Admiral Sir Peter Stanford.

Pantomime

It was one of the light-hearted events with a Gilbert and Sullivan theme — in this case, "The Gondoliers' Gallop". Other turns included officer of the watch manoeuvres on the parade ground with mock battleships using flags to communicate, and an HMS Pinafore pantomime.

Grand finale took the

form of a free-fall parachute jump before Admiral Stanford was "rowed ashore" to the wardroom.

Hunter prize

HMS Hunter, the vessel of the University of London Royal Naval Unit, provided one of the raffle prizes for the Savoy Cinderella Ball in aid of the National Society for the Prevention of Cruelty to Children.

David Catmur of Southbank Polytechnic, London, drew a day at sea for two in the Hunter.



Conquerors in Berlin

AN EVENING in East Berlin was, for 15 officers and ratings, the highlight of a visit to Germany by HM submarine Conqueror.

The Conqueror was making an official call on Kiel when the party were invited on a two-day visit to Berlin by the Black Watch, who laid on sight-seeing tours.

Wearing uniform, the group passed through Checkpoint Charlie to see many historic buildings — including the remains of Hitler's Chancellery and bunker. Later, the Conquerors enjoyed a hotel meal and evening out in the East.

Queen's award for three flying rescuers

Danger dive after jetty car plunge

THE QUEEN's Commendation for Brave Conduct has been awarded to two Royal Navy helicopter crew members for their efforts to rescue two women trapped in a vehicle which had driven into the sea.

The Search and Rescue aircraft, piloted by Lieut. John Humphries with POACMN Bob Murdoch as diver, arrived on the scene at dusk on November 20 last year, about 20 minutes after the vehicle went into the water at Fishbourne ferry terminal on the Isle of Wight.

At the time they did not know how long the jeep-type vehicle had been in the sea and believed that life was at stake.

Visibility under water was only a few inches, making location and orientation particularly difficult, and the sea bed was littered with debris and obstacles. Tidal conditions were hazardous, making the submerged vehicle rock dangerously.

Air pocket?

Despite these problems, PO Murdoch found the vehicle on his first dive. It was upside down. He managed to get both front doors open, but the movement of the water kept closing them as soon as he went inside.

After about 15 minutes he found one of the occupants who showed no sign of life. He surfaced and was winched back to the aircraft. By then it was completely dark, although the area was lit by the ferry terminal floodlamps.

PO Murdoch told Lieut. Humphries that he felt another dive was needed as there was a remote possibility that the second occupant might have found an air pocket.

It was decided that the hazardous conditions warranted the use of two divers and Lieut.



POACMN Bob Murdoch (left) and Lieut. John Humphries who both dived at night in the cold waters off the Isle of Wight in an attempt to save the lives of two women.

Humphries, also a qualified SAR diver, volunteered to make the next drop with PO Murdoch.

Lieut. Humphries flew the aircraft back to HMS Daedalus to hand over to another pilot. He returned to the scene within 15 minutes when, with PO Murdoch, he jumped from the aircraft into the sea.

Despite the poor conditions Lieut. Humphries found the vehicle and established that it had a soft top. He tried several

times to get in through the door, but was hampered by the tideflow.

Then he cut his way through the top from underneath, and after about 30 minutes both bodies had been recovered.

The award citation states: "Throughout this rescue operation Lieut. Humphries and POACMN Murdoch displayed great courage, skill and devotion to duty, reflecting the highest traditions of the Service."

Helo crewman in deck ordeal

THE NIGHT rescue of two casualties from a Liberian tanker, rolling heavily in a 40-ft. swell and winds rising to 60 knots, has gained the Queen's commendation for Brave Conduct for LACMN Anthony Gardiner.

He was crewman of a Sea King which left Prestwick at dusk on October 31 last year to make the evacuation from the tanker Don Humverta, then 30 miles west of Tiree and 110 miles from Prestwick.

By the time the aircraft arrived it was pitch black, with cloud at 1,000ft., heavy hail showers and lightning. The tanker was making slow headway, rolling heavily, with the tank deck regularly swamped.

Submerged

One of the casualties had an open fracture of the leg and the other a collar-bone fracture, both as a result of falls in the heavy seas.

After a medical assistant had been winched down to assess the injuries, LACMN Gardiner was lowered with a stretcher. As he detached himself from the winch hook, the ship rolled heavily to port and the deck sank below the swell level. The tanker deck was immediately submerged and the stretcher washed into the darkness towards the ship's side.

LACMN Gardiner jumped after it and held himself and the stretcher against the ship's guard rail until the water eventually subsided. Although a second wave pinned him once



LACMN Anthony Gardiner. He struggled across the heaving, wave-swept deck of a tanker to reach two casualties.

more to the guard rail, he managed to get the first casualty into the stretcher and they were winched up to the helicopter.

Aware of the extreme danger, he nevertheless had no hesitation in being winched back down for the second lift, which was completed without incident.

"The quick actions, courage and total disregard for his personal safety displayed by LACMN Gardiner throughout this casualty evacuation reflect the highest traditions of the Service," states the award citation.

PEOPLE in the NEWS

TRUE GRIT

IT WAS in Cyprus that LCK George Mckinley was told that he had cancer. George — Mac to his shipmates — was serving in HMS Galatea at the time, and when the frigate called at the island of dreams, his year-long nightmare began.



POCK Mac Mckinley ... triumph over cancer.
Picture: RNAS Culdrose

A specialist at the Princess Mary Hospital, Akrotiri, diagnosed a malignant tumour and Mac underwent surgery the next day.

When he returned to Britain two weeks later a series of tests, X-rays and scans showed that the cancer had spread to his stomach and lungs — a similar situation as that once faced by Grand National-winning jockey Bob Champion.

Mac underwent a gruelling course of chemotherapy, a treatment which has the side-effect of making patients feel sick and tired. "It knocked me for six," he said. "I looked and felt like a zombie for a while."

Check-ups

Nevertheless, it was hard to keep Mac down, and during that period of trial he sat and passed his Fleet Board for promotion to petty officer.

His positive attitude paid off and, as well as becoming a PO, he was earlier this year told that he was clear of cancer.

He still has regular check-ups at the Royal Marsden Hospital, but as far as he's concerned he's fighting fit and on top of his job at RN air station Culdrose.

Mac, who lives with his wife and five-year-old son at Helston, Cornwall, hopes that his story will encourage other cancer sufferers to defeat the illness.



Philip's flying award

SEA KING pilot Lieut. Philip Thicknesse has been awarded the Kemsley Trophy as the best pilot completing anti-submarine warfare operational flying training last year. He was presented with the trophy by the commanding officer of RN air station Culdrose, Capt. Jimmy James, during ceremonial divisions.

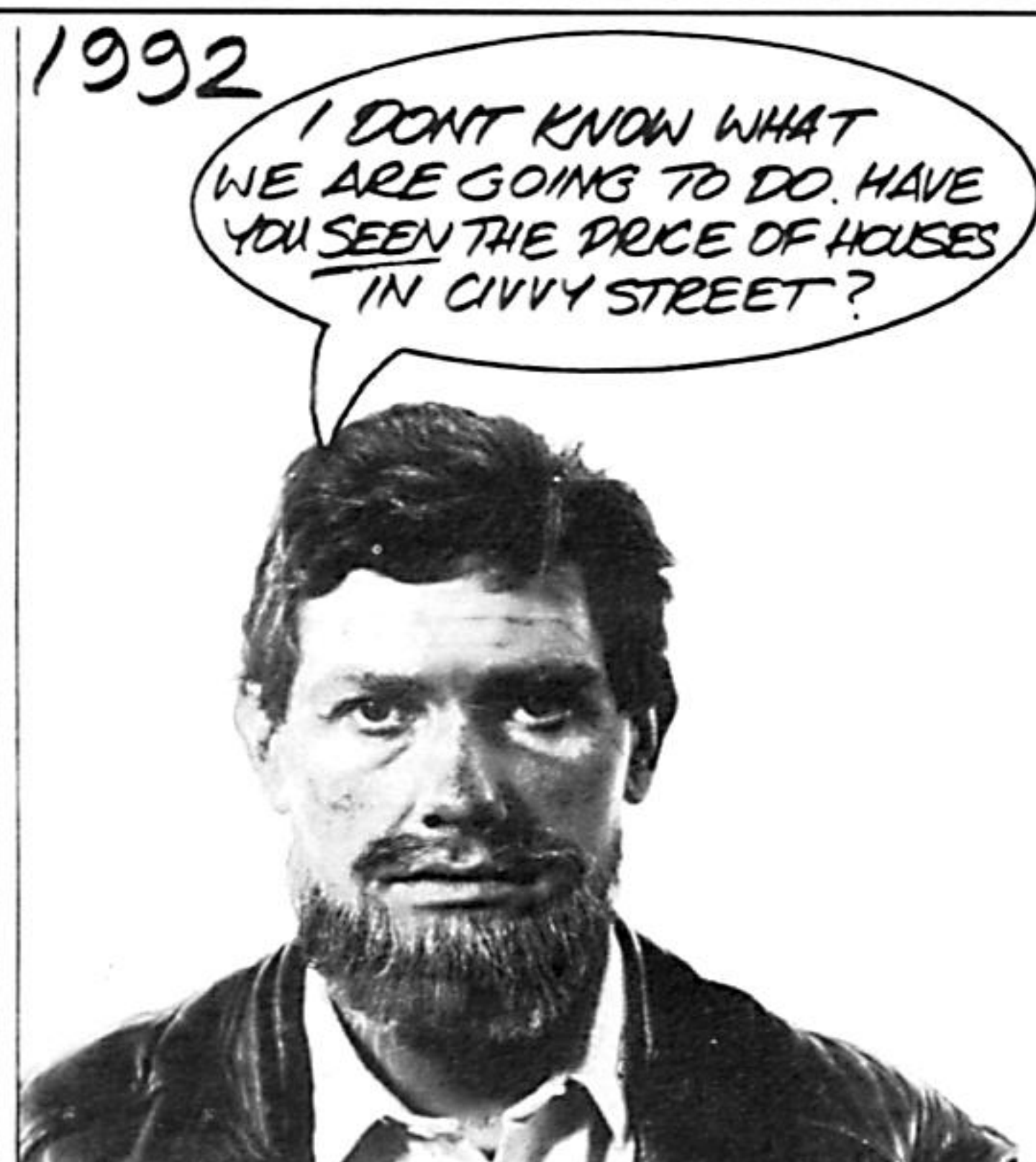
Philip has completed 18 months with 820 Naval Air Squadron flying from HMS Ark Royal. He is now beginning a principal warfare officer course at HMS Dryad.



Doreen is a regular

Miss Doreen Mariton is no stranger at the annual garden party for the disabled held by the Flag Officer Plymouth. Doreen, of Astor Hall, has attended each of the functions since 1953 — the year that Lieut.-Cdr. Simon Cooper (pictured with her) was born. Now he is staff legal adviser to the Flag Officer.

Picture: HMS Drake



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Richard celebrates a century

EX-PO Richard Grant celebrated his 100th birthday in style, with a drive in a vintage Rolls-Royce and a slap-up party complete with band.

The Portsmouth centenarian joined the Royal Navy in May 1904 as a cook third class, having added 15 months to his real age. He served in many ships including HMS Exmouth, Prometheus, Dunedin, Diomed and Blonde, and was with HMS Glasgow from 1913-1916, taking part in the battles of Cape Coronel and the Falklands Islands.

He left the Navy in 1928 and worked as a cook, before being recalled for war service in 1939. During the Second World War he spent time with HM ships Excellent, Dryad, Porcupine and Boscawen.

To make his birthday very special Mr Grant was surrounded by his family and friends, 105 in all, who made the journey to the Senior Rates Mess at Whale Island. They were treated to a sherry reception and cold buffet, and were entertained with old-time music.

To set the proceedings off in grand style, Mr Grant was picked up in a 1932 Rolls-Royce and driven along the seafront to enjoy the view. He arrived at the party at 7.00, spent till 11.30 entertaining his guests, and was still raring to go at 2am the next morning!

Ex-PO Richard Grant leaves home for his 100th birthday party in a 1932 Rolls-Royce. He is accompanied by his daughter Mrs Doreen Couch.



Nick's soaring success

MOST improved newcomer in the Royal Navy Hang Gliding Club is Cpl. Nick Pilgrim of the Royal Marines. He received the Bulwark Trophy from the club's vice-chairman, Lieut.-Cdr. Gavin Eyre.

Nick, who regularly soars from the cliffs and hills near his home in Plymouth, said there is no point in pretending that there is no danger in the sport "but the risks can be minimised by professional training from properly registered schools or by attending a course at the Joint Services Centre in Wales."

Details of courses can be obtained in writing to JSHGC, Cwrt-y-Gollen, Crickhowell, Powys NP8 1TH (tel. 0873-810386, ext. 245).

Super sonic Cooper



A CHIEF petty officer has been awarded £300 for developing a software training programme for anti-submarine sonics operators.

CPOACMN A. J. Cooper received the award from the Ministry of Defence Suggestions Scheme Fund. It was presented to him in his current ship, HMS Ark Royal, by the commanding officer, Capt. Mike Harris.

Chief Cooper's development has provided Sea King ASW crews with a flexible, cheap, portable acoustic trainer with potential to be adapted for use by the surface and submarine fleet. As well as being a more profound trainer, the system halves the time of continuation training.

The software was developed when Chief Cooper was system manager of the basic acoustic trainer at RN air station Culdrose.

Bubbly Wrens are top class!



Oh, brother!

IT WAS purely coincidence, and not a case of Wheeler-dealing, when this brother and sister — Eric and Karen Wheeler — found that they had both been drafted to the School of Maritime Operations, HMS Dryad.

Karen is a weapons analyst and works in the versatile multi-aimer trainer for Part Three trainee missilemen, while Eric is undergoing Seaman (Ops) Part Three training as an electronic warfare operator.

Valerie's in charge

FOR what is believed to be the first time, a female officer has acted as divisional officer to a group of male RNR new-entry recruits undertaking basic training at HMS Raleigh.

Second Officer Valerie Gale WRNR, a schoolteacher in civilian life, joined the Reserves as a radio operator in 1961 and is currently working as a recruiting officer in HMS Sherwood, the RNR training centre in Nottingham.

When ex-Wren Mrs Marjorie Carr retired after 17 years in the Personnel Records Office of HMS Raleigh, she left her mark on the Royal Navy in more ways than one.

During her time there she initiated records in the Service documents of almost everyone passing through the establishment, the tally amounting to about 20,000 certificates completed in Mrs Carr's distinctive handwriting.

Coincidentally, her husband, Bill, was one of the first recruits

to start basic training at Raleigh in 1939.

PO Wtr John Gilchrist has been presented with his Long Service and Good Conduct Medal — by a Danish admiral.

The presentation by Vice-Admiral J. P. Rasmussen came shortly before John left for the UK after two and a half years on the staff of Commander Allied Naval Forces Baltic Approaches at Karup, central Jutland.

There are three Royal Navy officers and two ratings on the four-nation staff of COMNAVBALTAP, and one officer and eight ratings in other parts of the co-located headquarters.

An 8-ft. long model of the aircraft carrier HMS Invincible has become the pride and joy of the RN Careers Office at Guildford.

The highly detailed scale model was presented to the Navy by Mr Chris Dennison, who took two and half years to make it.

Apart from its size, the

model's most fascinating features are its working parts: moving helicopter rotors, lifts, rudder and radar scanner. Smoke is emitted from the funnels and the lights work on to a time sequence.

A framed print of HMS Victory, signed by the Chief of the Defence Staff, Admiral of the Fleet Sir John Fieldhouse, was among the gifts when "Mr. Exhibitions RN" Denis Osborne received a rousing retirement farewell in Whitehall.

Denis has been responsible for many RN and RM exhibitions, displays, posters and "gizzits" over the past 12 years.

Although wheelchair-bound as a result of a motor-racing accident ten years ago, 30-year-old Philip Scott was a recent visitor to the frigate HMS Brave.

Philip, of Whitehill, Hants., is a Liveryman of the Haberdashers' Company in the City of London, and was invited on board the ship as a result of the Brave's affiliation with the Haberdashers.



THERE was an air of bubbly excitement when the Wrens of Part III Writers Class W38A ended their course.

All of them had come through first time around without failing any phase test. And that cost their training officer, WO Wtr John Bowell, three bottles of champagne — the prize he had offered for such a feat.

It was the first time a class had achieved the 100 per cent success record during

John's three years at the RN Supply School in HMS Raleigh.

The Wrens who did not have to write any wrongs are pictured here with WO Bowell (right) and course instructor PO Wtr Kev Ryan. The girls are (from left) Wrens Huggett, Gardner, Jefferson, Butler, Harbar, Lince, McClymont, Hitchcock, Turkington, Hooper, Gill and Waterhouse.

Picture: HMS Drake

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ROYALS CLOSE RANKS

OFFICERS currently undergoing initial training at the Commando Training Centre Royal Marines (CTCRM) and in RM units wear the rank of second lieutenant, or acting lieutenant if they are university graduates.

On leaving CTCRM acting lieutenants are indistinguishable from trained lieutenants of up to seven years' experience.

There is a requirement that officers under training should be recognised as such and that the overt distinction of two types of officer undergoing initial training should be eliminated.

From September 1988, all officers will join the Corps as second lieutenants.

University cadet entrants who are due to start their third year at university next month will retain their rank of second lieutenant and not be promoted acting lieutenant.

Pay scales will not be affected.

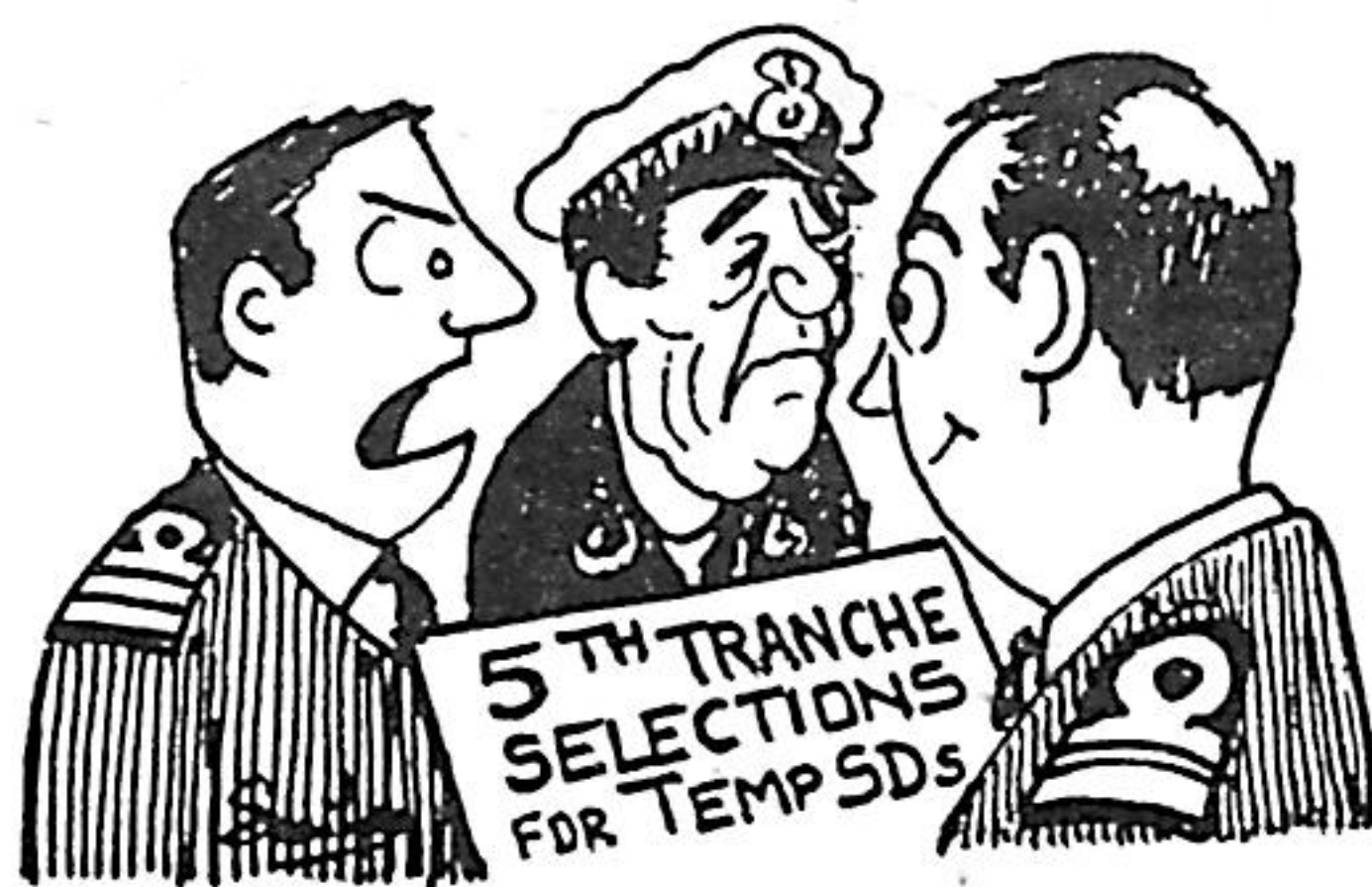
DCI (RN) 191

Female MAs

A FEMALE medical assistant (MA) category is being introduced in Queen Alexandra's Royal Naval Nursing Service, the minimum age of entry being 17, and the maximum 28.

Recruits will enter on a nine-year notice engagement reckoned from age 18 or date of entry if later, with the right to give 18 months' notice after a minimum of two-and-a-half years' service.

DCI (RN) 199



"I think a TRENCH would be better for him!"

Temporary subbies scheme goes on

IN ORDER to alleviate the shortages on the Special Duties List, the Admiralty Board has decided to continue the scheme for promoting selected ratings to temporary sub-lieutenant (SD).

Selections for the fifth tranche will take place in Sep-

tember this year for promotion in 1988.

Because of continuing shortfalls in the Engineering Branch, it has been decided to extend the scheme to provide a very limited opportunity for warrant officer mechanics.

It is emphasised, however, that it is not intended to change

the entry qualifications for permanent SD officers.

Officers promoted under the scheme can expect limited employment compared with permanent SD officers. The range of posts will be comparatively small and officers will generally have long appointments.

Although it is intended to employ officers primarily in their sub-specialisation, a small number of officers may be appointed to more general posts.

In normal circumstances officers will not be required to serve at sea, but have a liability to do so.

Retirement of temporary SD officers will be at the age of 50. Extensions beyond this limit will be subject to the requirements at the time.

DCI (RN) 170

Filling gaps

DURING 1987 another 47 ratings are being promoted to chief petty officer to offset known shortfalls. Vacancies will be filled as they occur, in strict order as published.

DCI (RN) 200

GET WISE on DCIs

Officer reports go annual

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

REVISED arrangements are announced in the procedure for reporting on officers and selecting them for promotion, the aim being to reduce paperwork while retaining fairness to individuals.

The announcement stresses the great importance attached to the writing of reports on officers, in order that the best information may be available for selections to higher ranks.

However, after very careful consideration, the Admiralty Board has accepted that to replace the current half-yearly reporting system with an annual one would significantly reduce the administrative effort, without penalty to individuals.

As a first step the Board has approved the introduction of an annual reporting and promotion system for officers on the Special Duties and Supplementary lists. The promotions affect-

ed are to lieutenant-commander and commander.

It is emphasised that chances for promotion will not be affected. The total number of promotions remains the same as under the half-yearly system.

In considering implementation of the annual system, the Board also decided that selective promotions to lieutenant-commander SD and SL would be announced six months in advance.

This will mean that selective promotions to lieutenant commander SD and SL are brought into line with selections for commander SD and GL.

SD and SL officers whose promotion takes immediate effect under the present system will therefore from April 1, 1988, have time to change their uniform, and appointing authorities will also have time, if necessary, to reappoint officers selected for promotion without causing turbulence to those remaining in the lower rank.

DCI (RN) 194



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PARTIAL PASSES FOR PUSSEERS

TOUGH going lately in the Supply and Secretariat Branch has been recognized by the Admiralty Board, who have decided to introduce a system of partial passes in fleet examinations.

The announcement says that the introduction of fleet examinations in 1983 to replace one level of advancement training for ratings of the branch placed considerable responsibility on individual candidates to prepare for these examinations.

Such factors as increased workload, the introduction of new working practices and data processing and the gapping of billets have greatly increased the pressures on candidates, and in view of this it has been decided to introduce partial passes.

In all cases success at the subsequent attempt will be deemed to constitute an overall pass.

Minor changes are also being introduced into the conduct of examinations.

DCI (RN) 204



"Damned diagonal serge!"

FOLLOWING complaints concerning the fit of WRNS diagonal serge suits, jacket and skirts will be held and issued as separate items in future.

DCI (RN) 193

Rugby tickets

APPLICATIONS to participate in the draw for Twickenham international match tickets for the 1987-88 season may now be made to the Honorary Secretary, RN Rugby Union, by

serving and retired members of the RN, RM, WRNS and QARNNS.

The closing date is September 26, 1987. The address is Hon. Secretary, RN Rugby Union, c/o Director of Naval Physical Training and Sport, HMS Temeraire, Flat House Road, Portsmouth PO1 4QS.

Announcement dated July 10, 1987

Tobacco prices

REVISED issuing prices of tobacco and cigarettes will in future be announced on April 1 each year, and not August 1 as at present.

The next review will be promulgated for introduction on April 1, 1988. Current prices remain in force.

DCI (RN) 196

Ski event

THE ANNUAL Royal Navy Artificial Ski Slope Championships will be held at the Hillingdon Ski Centre on Friday, October 2, 1987, under the auspices of the RN Winter Sports Associations.

Announcement dated July 17, 1987

FINAL figures show that a total of 116 escapes — all of them successful — were made in the submarine exercise involving HMS Otus, reported on the Navy News front page last month. These were from varying depths, no fewer than 20 of them from 500 ft.

Analysis of readings from the Otus and from recording equipment carried by WO Norman Cooke and PO Hamish Jones establish that to the nearest foot the record set was 601 ft. (183 metres).

Here ex-submariner Gerald O'Brien gives his impression of the exercise from close quarters.



Escapers from HM submarine Otus demonstrate their survival suits during the exercise.

The loneliest journey in the world

WHAT IS the loneliest journey in the world? It begins when you climb into a narrow submarine escape tower 600 ft. down and it ends on the surface of the sea. You doubt it? Ask at HMS Dolphin's Submarine Escape Training Tank. They know.

In July the Royal Navy completed its biggest ever escape exercise, during which instructors from the Escape Training Tank set a new world record of 601 ft., tower depth, for Deep Submarine Escape.

But it was not for the glamour of record-breaking that 44 submariners and divers from nine nations made their deep and lonely journeys from Oberon Class submarine, HMS Otus, to the surface. The two-week exercise in Norway's Bjerne Fjord had greater concerns than that.

When he leaves a submarine an escaper must subject himself to the full pressure of the sea outside. Once he is out he still has to reach the surface of the sea safely.

The intense international interest in the Bjerne Fjord exercise focused on the system that allows him to do all this, the Single Escape Tower used in conjunction with the Mark 8 Submarine Escape and Immersion Suit.

But what is it like to leave the calm, quiet safety of a submarine and go out through that tower? What if you had been one of the nine volunteers from HMS Otus's crew who made the journey up from 100 ft?

The exercise has been going on for the best part of a day. Thirty men have already left the submarine, the hard way. Now it's your turn.

You are nervous. Who wouldn't be? Last time you did this it was in the training tank and you were watched every inch of the way up.

You climb up the ladder into

It is hot, hotter. The water is up to your neck but with your hood full of air you keep breathing and suddenly, equalisation. The upper hatch of the tower lifts. Cold water floods down over you. You begin to rise, lifted by your suit.

Outside it is black, then green. You are hurtling upwards but your suit keeps

Pictures: CPO(Phot) Steve Collinson

the narrow tower. Your left arm is raised so you can fit more easily through the tiny hatch. Tower checks, good. You shout "Okay!"

As the bottom lid of the tower is put in place you pull down the zip of your visor and plug in your air hose. The built-in lifejacket, or stole, of your escape suit fills.

Cool air floods into the hood of your suit and you breathe normally as water washes in around your feet. When the water reaches half way up your chest the pressure starts to come on, fast.

Keep breathing normally, keep breathing. The water rises again as the air in the tower is compressed.

the pressure in your lungs balanced with the sea on your chest and you keep breathing normally.

A spectrum of greens flashes past your face. You might even see a fish.

Lighter and lighter it grows until, after the longest few seconds of your life, you burst upwards through the surface in a cascade of glittering spray. The sun is still shining.

After the escapes from 100 ft. only SETT instructors and suitably qualified volunteers among the international observers were permitted to go deeper. And deeper they went, notching up between them more than 20



Fast pick-up of escapers was essential to the exercise. All were taken to the diving tender Viken within 90 seconds of surfacing.

escapes from each of 300, 400 and 500 ft.

During the escapes from 500 feet a rare diving accident occurred. The casualty received surgery after prompt evacuation to hospital and he is recovering well. Sad as this accident was it did not reflect on the capability of the escape system and the exercise continued.

The culmination of the exercise came with two record-breaking ascents from a tower depth of 600 ft. During these escapes inconsistencies in the operation of the escape tower were seen.

Concern increased when the first escaper began to show symptoms of a bend. He was immediately and successfully treated in the recompression chamber of the Norwegian diving tender Viken, which had been patiently supporting the exercise since it began.

It was well known that at 600 ft. the conditions experienced by the volunteers in the tower would be severe. Although research programmes will eventually increase knowledge in this area little is known about the physical reactions that will be displayed by any individual who is placed under such stresses.

Because of this and the inconsistencies in tower opera-

tion the exercise was stopped. No more escapes would be made from this depth until the system had been "fine tuned" and more medical data was available.

Following this decision Flag Officer Submarines signalled to the Submarine Flotilla that while escapes from 600 ft. were possible, 500 ft. should be

regarded as the maximum proven safe depth for tower escape.

It is intended to re-establish 600 ft. as the maximum depth for escape as soon as possible. The vital data gathered during this exercise will help to achieve that. In the end escape will be safer should the day come when it is needed in earnest.

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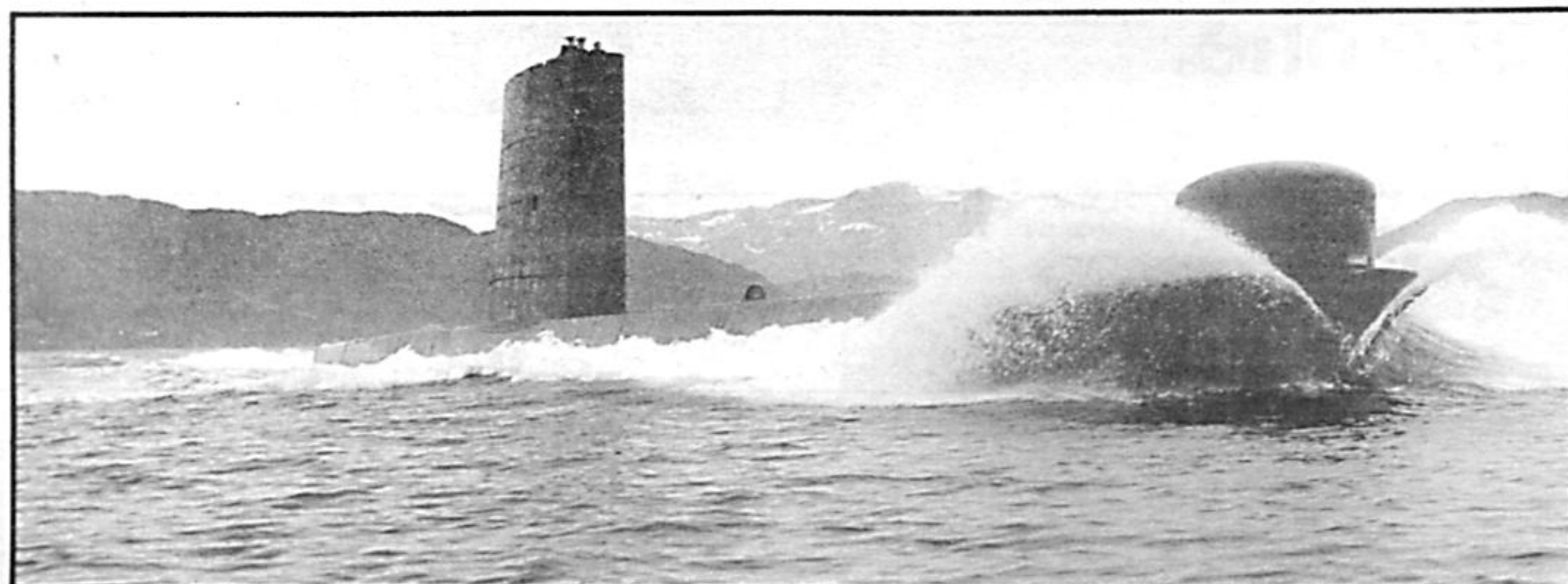
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Cyril Tawney, the well-known folk singer, who began his career in the Royal Navy, will be performing at Plymouth Navy Days.

Grey Funnel Lines is available from your local bookshop. In case of difficulty order from Cathy Debenham, Retail Dept, ABP (UK) Ltd, 11 New Fetter Lane, London EC4P 4EE. Please send me _____ copies of Grey Funnel Lines. I enclose a cheque for £_____ (inc. 10% P & P)

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HM submarine Otus operating in Norwegian waters during the exercise.

TWO PAGES FOR FAMILIES



Navy wives' efforts boost good causes

GOSPORT branch of the NSPCC have benefited by £800, thanks to the combined efforts of members of the HMS Sultan Wives' Club and Lieut. Mick Monaghan who was sponsored by them when he ran the London Marathon in three-and-a-half hours.

His sponsorship money contributed some £365 to the total sum, which was also helped by a donation of £157 by HMS Sultan WOs' and senior rates' mess, a raffle, coffee morning and a successful barbecue held at Sultan House.

The Sultan Wives' Club welcomes any local wives from the Fareham, Gosport and Lee-on-Solent areas to its meetings, which are held on Tuesdays between 1.30 p.m. and 3.00 p.m. For further information contact Mrs. Mellaney Broome (Gosport 501159), the club secretary.

The Sultan Wives' Club president (Mrs. Christine Laslett) and Lieut. Mick Monaghan (London Marathon runner) are pictured (above, left) presenting the cheque to Gosport branch NSPCC chairman, Mrs. Doris Hern.

Another charity was helped when Fairmead naval wives group at RN air station Yeovilton held a jumble sale at the home of one of their members to raise funds for the Cystic Fibrosis Research Trust.

Mrs. Marion Wright, whose 18-month-old daughter Kimberly suffers from the disease, is pictured (above, right), handing over a cheque for £35 to Mrs. Frances Trigger, secretary of the Yeovil Cystic Fibrosis Group.



Quarters bloom as competitive spirit flowers

RESPONSE to the first RN married quarters estates competition for "Plymouth in Bloom" was encouraging. Tenants from three estates entered, together with four of the six naval community centres around Plymouth.

The judges were particularly impressed with the initiative of the estate community officer at Tamerton Foliot, Mr. Geoff Earp. Geoff obtained a lorry load of old tyres, placed two together in several locations, painted them white, and filled them with soil before planting with flowers.

The result was an effective but cheap way of breaking up large expanses of green verge. Trophies for the winners were donated by Alan Smith, of Western Leisure.

In a letter to the winners,

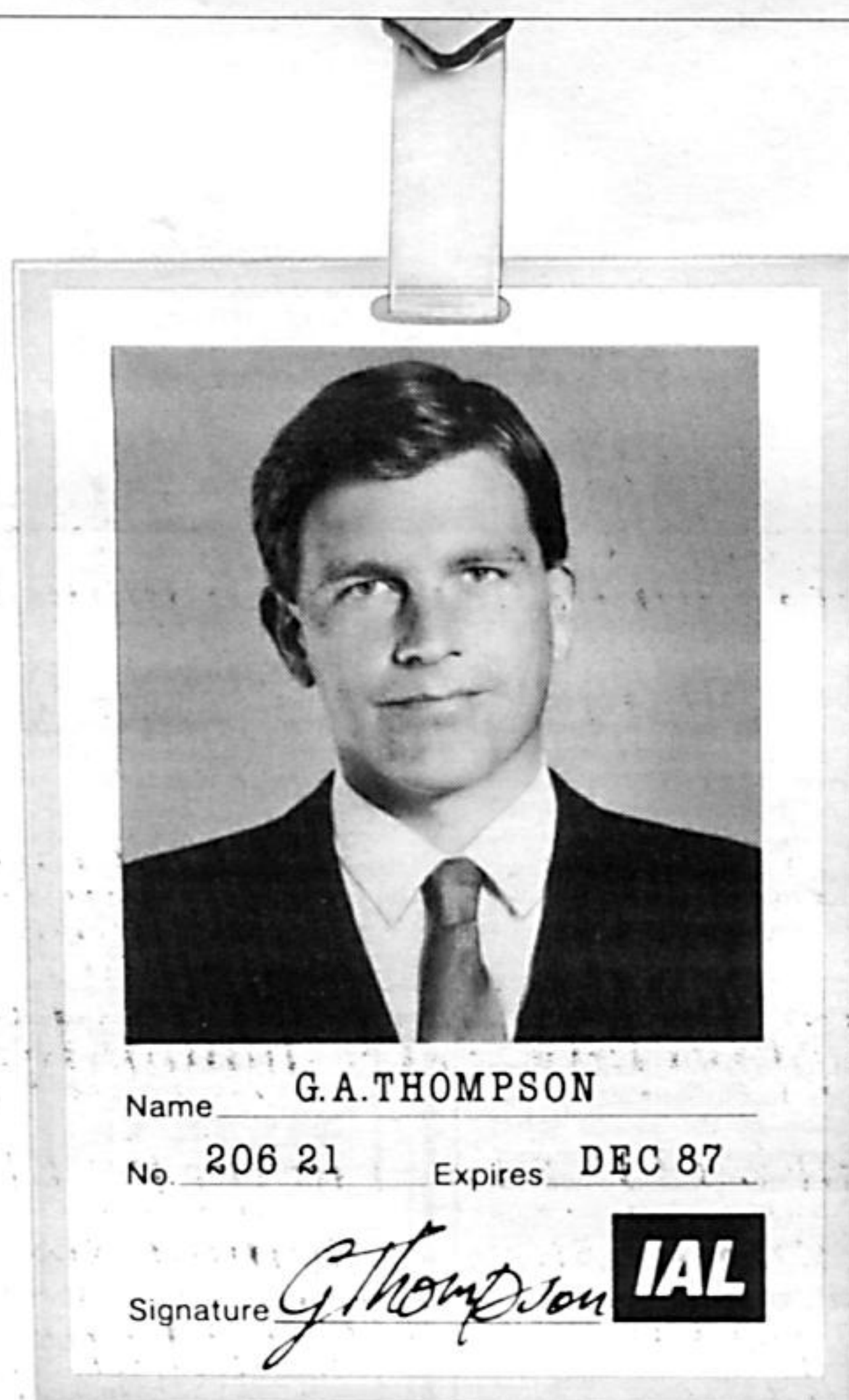
Commodore N. I. C. Kettlewell said the judges had been impressed with the high standard of all entries, which were the result of many hours hard work and considerable expense.

"Some tenants said they had inherited a jungle (one had photographs to prove it!) and miracles have been achieved in these gardens to turn them into a sea of colour."

"Well done to you all. I hope your example will inspire others on your estates to have a go themselves."

Prizes will be presented at the Civic Centre in September.

Estates from which entries were received were Radford (Plymstock), Tamerton Foliot and St. Budeaux. In the Community Centre section the placings were: 1 Tamerton Foliot; 2 Granby; commended, Chaddlewood and Radford.



George Thompson doesn't dress like a military man. But he acts like one.

George is a real professional, like all the other IAL people who are working alongside Army, Navy and RAF personnel around the world. They bring to their tasks an understanding of how the Armed Forces operate, as well as specialised skills for their own particular assignments.

Often their assignments lie in those fields – like air traffic control, telecommunications, security and staff training – that have made IAL the international leader in aviation support services for

more than forty years.

But these days, their assignments are becoming more and more diverse as IAL (now part of British Telecom) extends its support of the Armed Forces to catering, plant maintenance, firefighting and a host of other new areas where you may well find them right beside you.

So when you see George (or any of his friends), say hello. They're part of the same operation.



Apollo homes in on new arrivals

APOLLO baby boomers: When HMS Apollo returned from Dartmouth Training Squadron deployment to the United States and Canada, there were three new additions to greet them – babies born while the ship was away.

Seen on the left are the chief bosun's mate PO Rosier, wife Michelle, new arrival Tara, and Kelvin and Nicole. Centre is the commanding officer, Cdr. L. C. Hopkins, with wife Jan, new arrival Alice, and Lucy and Matthew. Right are LRO Young, wife Maureen, new arrival Peter, and Christopher.

Merger will make charities more effective

A LINK-UP between two major Service charities promises to bring improved and, in many cases, swifter support to thousands of Service and ex-Service men, women and their families.

The Soldiers' Sailors' and Airmen's Families Association (SSAFA) and the Forces Help Society and Lord Roberts Workshops (FHS) have decided to merge their casework organisations which independently covered every town and village in the UK.

At present over a third of the branches are already operating jointly, with the remainder aiming to achieve that state by early autumn. Staffed by trained volunteer caseworkers and visitors, they seek to involve all other national and local agencies who might help in caring for their clients.

SSAFA say it is hoped that this new policy of partnership between themselves and FHS will be extended at branch level to embrace other ex-Service charities and organisations.

However, both SSAFA and FHS have some responsibilities which will remain outside their partnership.

Meanwhile, SSAFA's big car draw is under way again, with three new Metros as main prizes. The draw takes place on November 4.

Natocars of Bridgwater, in co-operation with Austin Rover, have again sponsored the three top prizes. The winners will be driving away in patriotic style in nippy red, white and blue Metro Cities, and there are many runners-up prizes.

Tickets are 25p each and are available in books of four or 10 from SSAFA, Dept NL, PO Box 5, London SW1H 9HP, or from SSAFA branches and committees at home and overseas.

Another SSAFA event is a one-night presentation of "The Queen's Shilling" at the Royal Albert Hall, on Sunday, October 4.

This celebrates 1,000 years of service to the Crown, portraying in cameo, words and music, the fighting man through the ages.

Further information and booking forms from: The Queen's Shilling Box Office, SSAFA, PO Box 5, London SW1H 9HP. Tel: 01-222 9221.

Cadets' awards

MEDALS and shields were presented to nine members of the HMS Dolphin Volunteer Cadet Corps when 80 of the cadets paraded for inspection by the captain of Dolphin (Capt. Roger Veneables).

The cadets, who take part in a wide range of activities, receive a long service medal after four years. Those still in the Corps at age 16 are given a submarine shield by the Parents Association.



Summertime entertainment for children from naval playgroups in the Portland and Weymouth area: About 130 boys and girls attended the event in Portland Castle grounds, taking along their favourite teddy bears for the "picnic".

Activities at the event, which was hosted by Capt. Christopher Craig and his wife, included swings and roundabouts, games, and a puppet show. Providing the entertainment in the picture is Mr. Harold Cordell.

Sorry tale after visit from 'hole in the wall' gang

CONTRACT work at married quarters continues to cause some irritation among naval families, even though the aim was to modernise accommodation.

A naval wife writes about moving into a quarter after the installation of double-glazed windows and full gas central heating.

Unfortunately, she says, the place has been left with holes in the walls where the storage heaters were ripped out.

She also mentions "raw plas-

ter on the kitchen wall and loose plaster and paint; cracks on the wall where cupboards were replaced; burn marks on the pipe joints and a whole host of other defects filling two foolscap sheets."

The wife adds, "It is also a pity that the house was painted before all this work was carried out."

The letter goes on, "I have been told there is no money to rectify the defects so it will be up to us to either put up with them or get on and do it ourselves and prepare for the inevitable charges on our out-muster."

"Where did I put my paint brushes? How do you fill large holes in hollow plasterboard walls?"

Special needs fact sheet available

SOME children have a medical or learning problem which may affect their development or education.

Information for arrangements made for Service children with special educational needs can be found in SAFAB Fact sheet 3/6, which is available from any Sailors' and Families Information Bureau.

Officers and ratings with children who have such needs are also advised to register with the Service Children's Education Authority (SCEA), 1b MOD, Court Road, Eltham, London, SE9 5NR. SCEA will then inform the appointer or drafting authority.

Duke presents school Colours

ABOUT 260 boys of Queen Victoria School, Dunblane, paraded for the presentation of Colours by the Duke of Edinburgh.

The old Colours were trooped before being marched off parade for the last time and will be laid up in the school chapel on Remembrance Day.

At presentation of the new Colours by the Duke, who is patron of the school, the ensign for the Queen's Colour was Andrew Smith (17), whose father is a Royal Navy warrant officer at Rosyth.

Retiring Isa Rolls home in style

A surprise awaited playgroup supervisor Mrs. Isa McIsaac when she retired from the St. Budeaux pre-school playgroup at Plymouth. A 50-year-old Rolls Royce, complete with uniformed chauffeur, was waiting to take her home.

Tribute to her work was paid by the naval area community officer, Mr. Nick Bennett, before presentations were made by colleagues, mums and the Residents Association, in thanks for her 11 years' sterling service to the playgroup.

Play house wears the flag

VISITING the Naval Community Organisation, Vice-Admiral Sir John Webster (Flag Officer Plymouth) and Lady Webster dropped in to the RN pre-school playgroup at Crownhill, Plymouth. While there the admiral formally presented the naval playgroups with their latest asset, £250 worth of Maxi Bricks.

The children had prepared for the visit by building a house and for the occasion the admiral's flag was flown! Playgroups are one of the largest

activities of the Naval Community Organisation. At present 17 groups, catering for over 600 children a week are run, and as a by-product they provide part-time employment for about 60 Service wives.

RIGHT: In Maxi-Brick house, which is wearing the admiral's flag, Vice-Admiral Sir John Webster meets playgroup children. With him is, left, Mrs. Beryl Yeatman (pre-school playgroup supervisor) and Lady Webster.





"Stuff your Maritime Muscle, mate — where's that Maritime Miss?"

Smiles

NEWSVIEW

Finding cash to keep up the quarters

PROPERTY maintenance is a sore point in some quarters, according to letters received at Navy News.

Contractors' methods were criticised recently by a married quarters wife who, while welcoming improvements, was distinctly unhappy over their execution. Vagueness over dates, casualness in comings and goings, tools left lying about, and small jobs left undone — all were cited.

In this edition another wife tells of holes in the wall after modernisation work, poor plaster work and cracks on the wall. And she adds, "I have been told there is no money to rectify these defects."

But why is there "no money" when part of the MQ charge represents maintenance? It's a fair question.

Never enough

The answer apparently is all bound up with problems of transferring money from one financial vote to another. All the Services are discussing it and proposals have been put forward. Many tenants, of course, do not appreciate such financial ramifications — but they know what happens in their quarters.

How it works is that bids for planned maintenance and estimates for repairs are channelled upwards to the Property Services Agency HQ, who allocate the money as they see fit. And there is never enough to meet all the bids.

Back down the line, the cash allocated has to maintain all the defence "estate" — operational facilities, office blocks, single accommodation and MQs. So there is no money allocated solely for MQ maintenance.

Local budgets

However, local budgets have been given a trial at some establishments for contract repair work. So far they seem successful, it is reported, with repairs carried out quickly and satisfactorily. Now it is hoped to extend the scheme on a tri-Service basis.

Meanwhile, it remains a general area with plenty of criticism flying. Do-it-yourself indoor decorating is, of course, allowed — with controls over things like materials and colours. But not everyone in quarters is able or wants to do it him / herself. In any case, why should they when they are paying — hopefully — towards maintenance in their rents?

Bewilderment over long careers puzzle

QUERIES relating to the Second Open Engagement Scheme suggest some puzzlement and irritation, judging from correspondence received by this paper.

For instance, CCWEA W. Hammond, of HMS Exeter, feels annoyed at being asked to make his final decision "now" rather than later, pointing out that "some on the signal have three years to complete 22 years."

His suggestion is to release the 2OE signal as now, but without final commitment until the last six months of service.

He also asks why he cannot receive his terminal grant at 22 years instead of at 32 years.

The reply from the Directorate of Naval Manpower Planning says that to delay 2OE acceptance to the last six months would mean cutting short sea drafts, men brought ashore, and reliefs detailed — all "in case."

It would be thoroughly unpopular with the reliefs whose lives were messed about, and grossly inefficient.

Flexibility

"Selection for 2OE," says the reply, "confers the flexibility to choose some other point than the end of your LS3, CS2 or OE to leave with an immediate pension, but it is necessary that management remains in a position to run affairs efficiently."

"Experience has shown that for the Second Career Briefings course to be most effective, it should be completed at least two-and-a-half years before Time Expiry."

"There is no ruling against a man on 2OE applying for the briefing at any time, but he will find it most valuable once he has decided he really means to make the break."

"It is not intended to be a medium to help people to decide whether to leave the Service, and will generally be found of no great help on that account."

Retirement

"The terminal grant payable on completion of 22 years' service is not a single entitlement but an integral part of the Service pension code. The code is enhanced at each annual point beyond 22 years to a maximum of 37 years' reckonable service."

"The only avenue to receiving a pension and thus a terminal grant is to retire from the Service."

"The regulations whereby a man who had reached the maximum pension point, and continued to serve beyond, received his terminal grant at the 37-year point, was rescinded on April 1, 1987."

The DNMP answer also points out that

CHIEFS VOICE

CRITICISMS

OF SCHEME

correspondents should note the likely growth of pension by annual review. The 32-year pension might be expected to be rather more than £5,543 by 1997!

Another letter has arrived from

CPOWEA(WDO)(SM) Phil Riggs, of Portsmouth Naval Base, who said he had been selected for but sadly declined the offer of 2OE.

His letter included massive sets of figures to back his criticism of the financial aspects of the Second Open Engagement.

However, the DNMP reply referred to the previous answer about pension growth, and added:

"There seems to be a determination to ignore any upgrading of pensions, despite the fact that quite significant increases have occurred in recent years."

"If your correspondent is resolved to discount inflation and wage increases, but feels able to presume the benefits of a ten per cent interest rate on invested capital, then that is his prerogative."

HOW IT WORKS: DRAFTY'S GUIDE

FROM Drafty has come a letter saying, "There are apparently still some doubts as to how the Second Open Engagement selection system works and who is eligible and when."

He adds that it is hoped the following guide to 2OE will help readers understand the system better:

THE RULES

The Second Open Engagement applies only to the Royal Navy, WRNS and QARNNS are not eligible. The 2OE Board sits once a year.

A man must have achieved 17 years of reckonable service and one year's seniority as a senior rate (or one year's seniority as a CPO artifice) by January 1 of the year in which the Board sits. He must be recommended and a volunteer.

A man who is due for release on or before December 31 in the year of the 2OE Board is not eligible.

The 2OE allows a man to complete 32 years' service, or to serve to age 55, whichever is earlier. A man already re-engaged to complete more than 32 years' service would not therefore gain more service — in fact, his service would be reduced.

The 2OE gives continued eligibility for promotion past the 22-year point.

THE SYSTEM

Number selected: MOD decides how many 2OE places there are for each branch. The effect that longer service will have on advancement and promotion within a branch is carefully considered.

Batching: All eligible ratings are batched together

by rate, year group and engagement (eg, all LS3 CPO(OPS)(R) due to complete engagement in 1990 are one batch; all LS4 CPO(OPS)(R) completing engagement in 1990 are in another batch).

Year group: The year group is the year in which, in the normal course, men would leave the Service.

The quota: This is the number of men that can be selected from within each batch, and may be divided between the number of appearances of that batch, before the Board. For example, the quota for the 1990 year group can be split between the 1987, 1988 and 1989 Boards; a proportion of the 1990 year group will be selected each year until the full quota is achieved. If a 1990 man refuses selection in 1987, his place will be carried forward to the next Board. Generally only a few vacancies will remain at the last selection opportunity.

Timing: Each batch goes before the Board until they are no longer eligible, i.e. in their last year of service.

The Board: Boards for 2OE are chaired by a captain. They use promotion dossiers (which include all S264Cs) to assist them in making their decisions, and they select primarily on merit, although employability over the next ten years is also a factor. They select to meet that part of the full quota for each year group. As with any selective system, some men are bound to be disappointed, but the Board's decision is final.

Enquiries: With 2OE relatively new, it will still prompt many questions. QRRN 0831 will answer many of them, but for anyone still in doubt the Promotions and 2OE office at HMS Centurion (ext. 2458 and 2382) will be happy to help.

PRINCESS ROYAL BUSY AS CHIEF COMMANDANT

Anne sees boat work of Wren reservists

WORK of WRNR boats' crews was demonstrated to the Princess Royal when she visited HMS Claverhouse, Sea Training Centre of Forth Division of the Royal Naval Reserve in her capacity as Chief Commandant, Women's Royal Naval Service.

She embarked in HMS Chaser, manned by an augmented WRNR crew of two officers and seven ratings, to join HMS Spey, the Forth Division minesweeper.

On board the Spey, Princess

Anne met members of the ship's company and watched manoeuvres with HMS Helmsdale (Tay Division) and HMS Orwell (Tyne Division), under the tactical command of Commander, Tenth Mine Coun-



Princess Anne meets WRNR ratings on board HMS Spey, during her visit to Forth Division. Picture: CPO(Phot) John Sinclair.

termasures Squadron, Cdr. Simon McCaskill.

Later the Princess visited Port HQ Forth manned by Naval Control of Shipping Officers and Royal Naval Auxiliary Service personnel.

After a tour of Claverhouse, she attended evening Quarters and presented medals.

She presented a ceremonial boat hook to the Division. It had been donated by Mrs Sara Ferrier, a WRNS boat's crew

coxswain in the Second World War.

Princess Anne also received a cheque for £500 on behalf of the Wrens Benevolent Fund. It was presented by the presidents of the wardroom and messes.

Reunion guest of honour

THE Princess Royal will be guest of honour when the Association of Wrens holds its reunion at the National Exhibition Centre, Birmingham, on Saturday October 17.

The reunion is open to all former and serving members of the WRNS, WRNR, WRNVR, QARNNS and Naval VADs. Over 4,000 people are expected to attend the event, which starts at noon.

Other guests will include Admiral Sir Richard Fitch (Second Sea Lord), Lieut.-Gen. J. M. C. Garrod (Commandant General Royal Marines) and Commandant M. H. Fletcher (Director WRNS).

The Association of Wrens, formed in 1920, today has more than 8,500 members, with 97 branches in the United Kingdom. There are also branches in Australia, New Zealand, South Africa and the Netherlands.

President of the association is Dame Marion Kettlewell, and the chairman is Mrs. Elsie Baring.

Dedication

• DAME Marion Kettlewell attended a dedication ceremony at HMS Raleigh in memory of Dame Jocelyn Woollecombe, former Director of the Women's Royal Naval Service, who died in January 1986.

Dame Jocelyn was president of the Association for 22 years and due to her interest in Wrens' training, Mrs Joan Steed, chairman of the Plymouth Association of Wrens, decided to dedicate a garden seat to Dauntless Squadron, the Wrens' new entry training squadron at HMS Raleigh.

Members from six branches of the Devon and Cornwall Association of Wrens who raised the money for the seat were present at the dedication ceremony.

Dame Jocelyn's nephew, Peter Woollecombe, and his son Stefan (16) also attended the event, along with Capt. R. C. F. Hill, the captain of HMS Raleigh.



Record-breakers: The successful Volunteer Band from HMS Daedalus

Daedalus musicians on song!

IN a record-breaking performance, HMS Daedalus won five of the seven trophies at the RN Volunteer Band Festival.

Their near-unbeatable run at HMS Drake brought them the Commander-in-Chief's Challenge Trophy for the best overall band, the Bambara Trophy as the best Fleet Air Arm band, the Collingwood Trophy for the best drum display, the Lea-Wilkinson Dirk for the best concert performance and the Kernow Flambers Trophy for the best marching display.

The Kenneth Alford Trophy for the best drum major evaded Daedalus by half a point. It was won by Lieut. Michael Smyth of HMS Collingwood, who beat Daedalus's LAEM Don Turner into second place.

HMS Neptune won the Rose Morris Trophy for the best small-band concert performance.

Not only did the Daedalus musicians set a record in the number of trophies won in the well-established event, but they were to become the first band to win both marching and concert trophies.

The parade display featured marching and counter-marching in slow and quick time. Daedalus produced a brilliant performance by the corps of drums, culminating in a finale of music by Handel.

Versatility was demonstrated in the concert display. At one stage the whole band sang in German, while other music included dance-band, marching and classical pieces.

Nine other Royal Naval Volunteer Bands also took part.

Join the band ...

HMS NELSON Volunteer Band, which finished second in the small band competition at the Royal Navy Band Festival this year, is seeking more members from those passing through the establishment.

Some instruments are available and those interested should contact Band Colour Sgt Graham West on Portsmouth Naval Base ext. 24187.

Duke visits Commandos at Plymouth

DEMONSTRATIONS of amphibious activities were among the events arranged for the visit of the Duke of Edinburgh to Commando Forces Royal Marines, Plymouth on July 31.

In his role as Captain General RM, Prince Philip viewed several other displays, presented Long Service and Good Conduct medals, and visited Headquarters 3 Commando Brigade on board a landing craft.

The two Sea Kings, with their total of 20 personnel, returned to RN air station Culdrose after participating in many social functions at the meet, as well as flying sorties.

Cowes salute by Nottingham

THE Cowes Week guardship HMS Nottingham fired a 21-gun salute when the Duke of Edinburgh arrived at Cowes in the Young Endeavour, the schooner Britain is giving to Australia as a 200th birthday present.

Later the schooner left under full sail for the 13,000-mile voyage to Australia, crewed jointly by British and Australian young people.

TIGERS MEET IN PORTUGAL

AFTER a gap of six years, 814 Naval Air Squadron has once more participated in the annual NATO Tiger Meet — a gathering of squadrons which have the tiger emblem in common.

The meets were started in 1961, but because of operational commitments and logistics difficulties, 814 NAS has not taken part since 1981.

This year the Tiger Meet was held at Montijo air base, Lisbon, home of the Portuguese Air Force's 301 Squadron. For the Sea King helicopters of 814 Squadron, it meant a trip of more than 1,300 miles from HMS Illustrious at Amsterdam, the aircraft making several refuelling stops.

At the meet more than 20 squadrons represented almost as many countries, although 814 is only one of two NATO helicopter squadrons to carry the tiger emblem in its badge, and the only naval helicopter squadron to do so.



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FOR MORE than 1,000 members of the Royal Navy and Royal Marines the Earls Court Exhibition Centre in London became "home" — if not exactly home from home — for three weeks this summer as they played a major part in presenting the spectacular 1987 Royal Tournament.

For many of them it meant appearing twice daily before the applauding crowds who flocked to the vast arena where the Navy was the Tournament's "lead" Service this year.

For other men and women of the Navy it meant a supporting, yet vital role, carrying out such duties as ushers, cooks and dining hall parties, Royal box staff, and souvenir stall helpers.

The show, in aid of Service charities, was witnessed by nearly 330,000 people, a new record.

While the pageantry traced the story of the Navy through the names Ark Royal, Invincible and Illustrious, there was also the ever-popular and hugely competitive "guns and guts" excitement of the field gun competition. The mast-manning spectacle was provided by young men from HMS Sultan, whose disciplined teamwork proved them worthy successors to the RN Display Team which fell victim to manpower economies.

The Sultan display team of about 50 MEMs, formed up only in May, staged a splendid show of the Hornpipe, aerobics and — during the finale — the popular mast-manning. None of them had been in the Navy for more than eight months.

"They gave a great performance," said Lieut.-Cdr. Ken Mathers, who was naval commandant at the tournament as well as being field gun battery commander for the fifth time.

Won three

The field gun competition resulted in major success for the Portsmouth team, who retained the Interport Challenge Cup, the Aggregate Time Challenge Cup, and the Fastest Time Cup. The other two trophies gained by Portsmouth last year — the Pusser's Rum Trophy and the Copenhagen Cup for B crews — this time went to the Fleet Air Arm.

Captaining the successful Portsmouth A team — and taking part in field gun at the tournament for the sixth time — was PO Pat Brophy from HMS Dryad.

Salutes at the various performances were taken by members of the Royal Family, including the Queen.

Among others who took the salute were the Defence Secretary (Mr. George Younger), the Chief of the Defence Staff (Admiral of the Fleet Sir John

Fieldhouse), the Second Sea Lord (Admiral Sir Richard Fitch), the Commander-in-Chief Fleet (Admiral Sir Julian Oswald), and the Deputy Chief of the Defence Staff Systems (Vice-Admiral Sir Jeremy Black).

On the final evening the salute was taken by the First Sea Lord (Admiral Sir William Staveley), who also presented many of the awards.

One episode to appeal to traditionalists was when, in memory of the passing of the Tot, a cortege solemnly entered the arena with coffin fixed to field gun barrel.

When the coffin lid opened an arm appeared and the "corpse" proceeded to drink a representative tot.

Then from the coffin emerged PO Mike Patilla, of the Portsmouth crew, to present a bottle of Pusser's Rum to the Commandant-General Royal Marines (Lieut-General J. M. C. Garrod), who was taking the salute that evening.

The significance was that PO Patilla, that day celebrating his 37th birthday, actually drew his first — and last — Tot 17 years earlier on what is now becoming known as "Black Tot" Day when the old custom ceased in 1970.

Highlights

During the tournament the Navy and RM personnel involved were quartered in the somewhat spartan living conditions, and dry atmosphere, which are a fact of life of the exhibition centre. These included the three field gun teams of about 50 each, including reserves, the Sultan display team personnel and members of the Royal Marines Bands.

The four largest of the Corps bands provided the basis of the RM Massed Bands, whose performances were one of the highlights of the show.

Among the "backroom boys" who helped ease the Service personnel through their London arduous were cooks from HMS Collingwood, who joined colleagues from the other Services to provide excellent food to sustain mighty efforts.

Commanding the young MEMs of the Sultan display team was Lieut. Rod Williams, with CPOPT Grassy Meadows as trainer.

The only incident during the team's series of splendid performances was when 18-year-old MEM Peter Darbyshire was taken to hospital after falling about 25 feet and crushing two vertebrae. After a period of rest, he was on his feet again and going on sick leave before an early return to duty.

There was major participation by the other Services in the Tournament, while overseas visitors this year included the Bands of the Australian Defence Force.

A display was given by the Sea Cadet Corps Hi-Box team, and on the final evening there was a march-in of standards of the Royal Naval Association.

ROYAL Tournament field gun results:
Interport Challenge Cup: 1 Portsmouth, 27 points; 2 Fleet Air Arm, 23; 3 Devonport, 21.

Aggregate Time Challenge Cup: 1 Portsmouth, 46 mins 50.62 secs; 2 Fleet Air Arm, 47 mins 08.96 sec; 3, Devonport, 48 mins 14.87 secs.

Fastest Time Cup: 1 Portsmouth, 2 mins 44.19 secs; 2 Fleet Air Arm, 2 mins 44.54 secs; 3 Devonport, 2 mins 47.07 secs.

Pusser's Rum Trophy (for fewest penalty points): Fleet Air Arm, 43.5 points; 2 Portsmouth, 60 points; 3 Devonport 166.5 points.

Copenhagen Cup for B Crews (best aggregate time for two runs, before start of Tournament): 1 Fleet Air Arm, 6 mins 42.85 secs; 2 Devonport, 6 mins 48.82 secs; 3 Portsmouth, 7 mins 12.39 secs.

No records were broken, and the Portsmouth 1984 crew retain the fastest time record of 2 mins 40.6 secs.



CONGRATULATIONS from the First Sea Lord (Admiral Sir William Staveley) as LMEM David Crompton receives the Aggregate Cup on behalf of Portsmouth gunners at the end of the field gun contest.

1987 ROYAL TOURNAMENT



SKIL



ABOVE: Music and colour as the Massed Bands of the Royal Marines, under the direction of Lieut.-Col. G. A. C. Hoskins, entertain at Earls Court.

ABOVE RIGHT: Some of the drama of field gun is caught in this picture of Portsmouth crew members on the barrel ride during the Run Back at the Royal Tournament event.

RIGHT: Seen at Second Action, when they fire three rounds, are Portsmouth crew members.

LEFT: Tournament crowds cheered the spectacle of mast-manning, performed by the young men of the HMS Sultan display team.

Tournament colour pictures by Les Scriver



PROUDLY carrying their trophies, Portsmouth field gunners take part in the civic welcome in the city's Guildhall Square following their triumph in London. They marched from HMS Nelson and were congratulated by the Lord Mayor of Portsmouth (Mr. Jim Lodge).

Picture: SGT Peter Wiseman (Australian Army)

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Perhaps, next year ...?

ALTHOUGH not taking part in the Royal Tournament, a group of Wrens from HMS Sultan practised to join the Sultan display team in performances at this year's Royal Show at Stoneleigh, Warwickshire. Led by Third Officer Nicky Richards, they took part in mast manning on two "ladies days" at the Stoneleigh

show, which was attended by the Princess Royal, Chief Commandant WRNS.

It is believed to be the first time women have taken part in the mast manning ceremony, and they climbed to some 50 feet — so they're not yet button boys!

Picture: PO(Phot) Danny du Feu

of two trophies at Earls Court, the Fleet Air Arm field gun crew later paraded through Gosport. At the HMS Daedalus exercised its right to march as honorary freemen of the Borough. The salute was taken by Mr G. Rushton, and the commanding officer of HMS Daedalus (Capt. R. M. Kohler). Accompanying him was the Daedalus volunteer band, fresh from its recent competition successes.

Picture: LA(Phot) Paul Good

Tragedy of errors

MEASURES of success in war — a negative pursuit — are often expressed in negative terms: the winner may be seen as the side which has made fewer important errors than the opposition.

Fortunately for the Allies in 1939-45, Germany and Japan's rigid authoritarianism left little latitude for critical self-appraisal; it was a fatal flaw which led them into committing and compounding more cardinal mistakes than did their enemies.

In a new book on command "cock-ups," historian Kenneth Macksey examines *Military Errors of World War Two*, looking not how the war was won, but how it was lost and — through Allied bungling — how victory was delayed.

Convoy veto

Each of the chapters deals with a crucial pivot upon which the events turned — including the Battle of Britain, battles in the Atlantic, the Allies' bomber offensives and Arnhem.

In his catalogue of errors in the Allied camp, Mr. Macksey reserves some of his most uncompromising criticism for the Commander-in-Chief of the Navy, Admiral Ernest King. King, alternately described as "a bully with a bad temper" and "a man of great strength of character with a very small brain," rejected the use of the convoy system when America joined the war. And this in the face of the lessons of the First World War, as well as the Royal Navy's up-to-date experience gained over two years of fighting off Hitler's U-boats.

For five months, "doggedly and with political insensitivity," King continued to veto the

Military Errors of World War Two by Kenneth Macksey, published by Arms and Armour Press, price £12.95.

Radar Days by E. G. Bowen, published by Adam Hilger (Bristol), price £12.50.

essential change to the convoy system while a losing battle was played out nightly, witnessed by American people on shore whose horror became a public outcry.

As a result, 220 ships were sunk in American waters be-

tween February and April, 1942; Doenitz's U-boats had reached a high-tide in their fortunes and were threatening to bring the Allies to their knees.

At last, in mid-May, King decided to approve the convoy system, and by July US convoys were being so fiercely defended that the Germans withdrew into mid-Atlantic.

"The defeat would have come earlier if Admiral King, the product of a Navy well-educated by teachers such as Mahan, Fiske and Sims, had paid more attention to history," writes the author.

Mr. Macksey is, of course, writing with the benefit of hind-

sight, but much of his castigation is reserved for those commanders who stubbornly pressed home mistaken strategies long after the folly of their ways had been made plain.

Dowding

At the time that King was committing his mistakes, the under-appreciated victor of the Battle of Britain, Air Marshal Sir Hugh Dowding, was coincidentally writing his book, a chapter of which was entitled "Why are senior officers so stupid?"

In the case of Dowding, it was fortunate for Britain that she had, in the right place at the

right time, a man with such an unerring sense of the important.

In the mid-1930s this technology-minded officer was, luckily, occupying a post in which he had to decide whether or not to recommend allocation of funds for a project proposed by a scientist named Robert Watson Watt.

Dowding gave the go-ahead to Watson Watt, who had suggested that aircraft could be detected at great distances by "bouncing" radio waves off them — a theory which led to the introduction of radar. Although Dowding probably did not realise it at the time, he had made a decision that would lead to Britain's salvation.

However, it could not have been long before realisation dawned on him, for it was he who was in command of his nation's radar-directed fighter wings when the enemy onslaught came.

The story is told in *Radar Days*, which is concerned with the development of the weapon's airborne variety. It is a volume which must stand as one of the most authoritative works on the subject, for its author is Dr. D. G. (Taffy) Bowen, "the father of airborne radar" and one of the scientists who worked with Watson Watt on the construction of the first experimental air-warning system in 1935.

**Exploits
of the
boats
that
never
were!**

MEMBERS of Viscount Slim's 14th Army once felt that they were "The Forgotten Army" . . . and members of the six MTB flotillas which took part in the Burma campaign still regard themselves as "The Forgotten Navy".

Now a group of surviving officers have taken matters into their own hands by writing and publishing an account of the deeds of the small craft.

From Trombay to Changi . . . The Story of Arakan Coastal Forces is a subject about which almost nothing has been previously written, say the authors.

But their book is packed with information about the Forgotten Navy, proceeds being shared between research and printing costs and the Arakan Coastal Forces Reunion Fund.

A leading light in the venture, former electrical officer Tony Goulden, says that the exploits of the Royal Indian Navy force was sparsely covered even by Admiralty records.

From Trombay to Changi . . . is available at £11.50 from Mr. O. A. Goulden Quarry House, Stoke Hill, Stoke, Andover, Hants.

The Escape from Singapore by Richard Gough, published by William Kimber, price £12.95.

He told Navy News: "The highly successful exploits of the five Burma RNVR Thornycrofts in 1942 could hardly have been previously acknowledged, because according to Admiralty records they were all destroyed incomplete at Rangoon."

However, in 1943 they were still in action in the 55th Fairmile Flotilla of the RIN under Capt. John Ryland, Captain Coastal Forces (Eastern Theatre).

The little fleet grew to six flotillas and for more than three years operated effectively against the Japanese. At the end of the war the force had the

satisfaction of knowing that some of its craft were among the first Allied vessels to re-enter Singapore.

When the island had fallen just over three years before, the cost in civilian and Service lives had been enormous; many had been killed and thousands captured by the invading Japanese.

However, many more may have perished had it not been for the efforts of a small group of men led by a Royal Marines colonel who worked frantically to secure the escape of as many soldiers as possible.

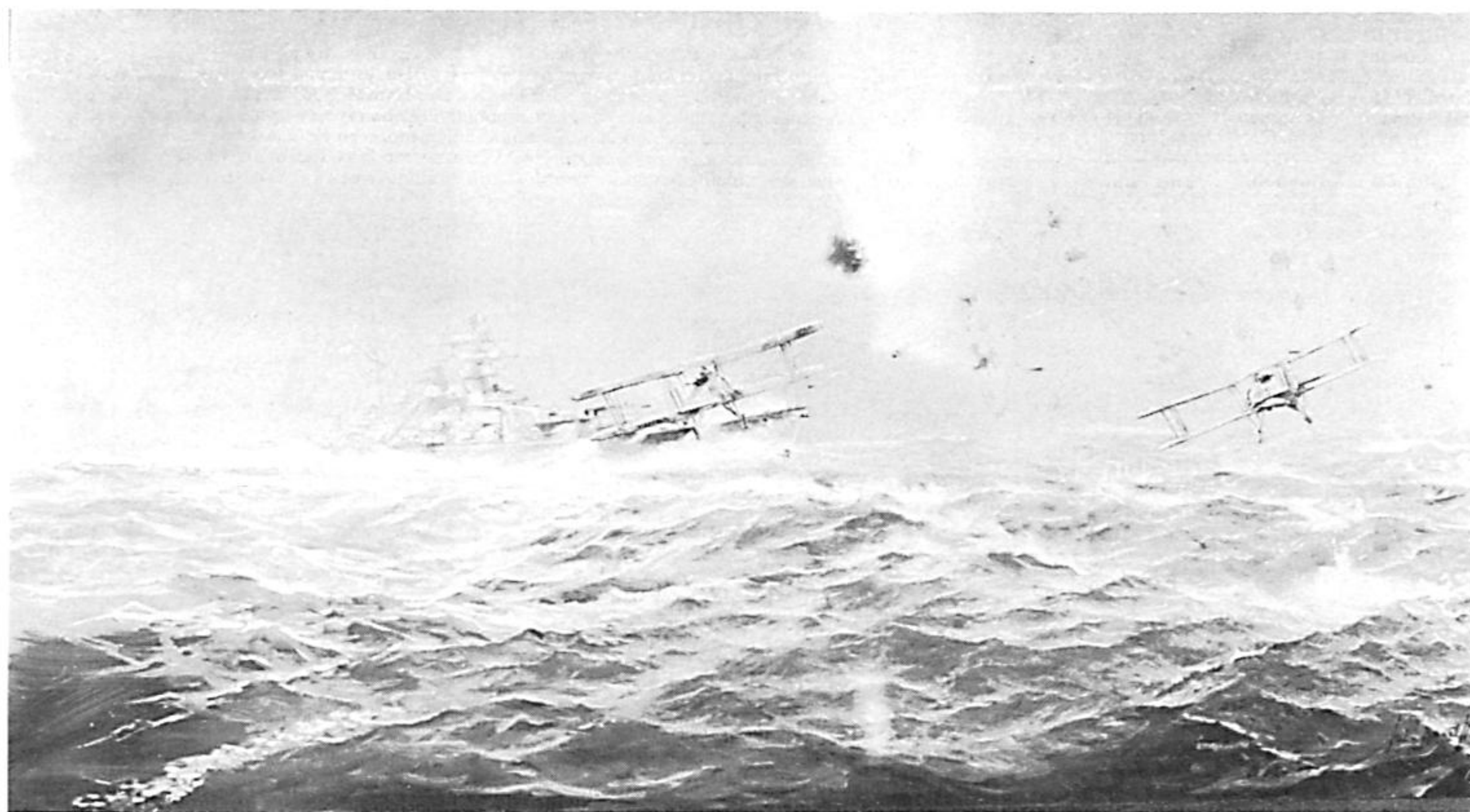
The members of Col. Alan Warren's secret unit established an unofficial escape route that involved an arrangement with the Dutch, whereby fugitives were moved across Sumatra to the port of Padang from whence they were evacuated.

Richard Gough's book *The Escape from Singapore* tells the story of the unit and the men they helped to save, and contains a record of the fate of the vessels which took part in the campaign and evacuation.

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This fine reproduction by the marine artist John Hamilton depicts the crippling of the German battleship Bismarck by Fleet Air Arm aircraft from H.M.S. Ark Royal on May 26 1941.

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Films

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MAELSTROM ORDEAL OF 'LUCKY JERVIS'

HMS JERVIS was one of the most active destroyers to wear the White Ensign during the Second World War. But, according to author G. G. Connell, her illustrious career is surprisingly little-known.

He attempts to set matters right in *Mediterranean Maelstrom*, a history of the ship and an account of the wartime adventures of the 14th Flotilla, which she led.

la, which she led.

Mr Connell's action-packed story uses first-hand accounts to record the achievements of the ship, one of only three vessels in the Fleet to be awarded as many as 13 Battle Honours during Hitler's war.

His interviews of former members of the ship's company have reaped rich and compelling narratives which provide the reader with a valuable insight into what it was like to serve

in a destroyer of the time.

Here, for instance, the Jervis is under intensive air attack on the night of August 6, 1943 in Bizerta Harbour:

"Bombs fell ahead and close down the starboard side, causing Jervis to leap and writhe with grotesque convulsions in time with the underwater explosions.

"Within the ship, messdecks were thrown into black-out confusion;

mess tables collapsed and men sleeping on them crashed on to others sleeping below, and from slung hammocks above, occupants were tossed out to fall into the shambles of broken tables, stools, bedding and struggling shipmates; it was a maelstrom of darkness pierced only by dim emergency lighting. Overhead, No. 2 mounting crashed into life, adding to the nightmare."

That could have been the descrip-

tion of the interior of a mortally damaged ship, but in the attack — which lasted for 90 minutes — the Jervis escaped with only minor damage and no casualties.

It was narrow squeaks of that kind that earned for the ship the title "Lucky Jervis" — and the undying affection of her men.

"Mediterranean Maelstrom" is published by William Kimber, price £12.95.

Type 23: The ship that 'just grewed'

DIFFICULTIES of cutting the cost of military equipment without losing capability is demonstrated in the new Type 23 frigate design, according to naval expert Eric J. Grove.

BOOKS IN BRIEF

Encyclopaedia of the Modern Royal Navy by Paul Beaver, published by Patrick Stephens Ltd. at £19.95. Third edition of this comprehensive guide to the Service, its ships and equipment. In this up-dated volume, the author deals with the steady re-fitting and re-equipment which has taken place since the Falklands War.

Ships of the Victorian Navy by Conrad Dixon, published by Ashford Press Publishing in association with the Society for Nautical Research (price £8.95). Focus of this soft-back volume is a series of fine colour prints of ships of the time, which Mr. Dixon complements with technical and historical information.

Signals and Instructions 1779. Reprinted booklet brought to us by Mr. Bill Leeson, 5 St Agnell's Lane Cottages, Hemel Hempstead, Herts HP2 7HJ. It is a companion to his earlier reproduction, "Sailing and Fighting Instructions 1775." Copies are available from Mr. Leeson, price £2.50 plus 25p postage for a 31-page A5-size volume.

The Automated Battlefield by Frank Barnaby, published by Oxford University Press, price £4.95. Soft-back version of the book published last year and which deals with the influence of new technology on modern warfare.

Guns of the Elite — Special Forces Firearms, 1940 to the Present by George Markham, published by Arms and Armour Press, price £13. Comprehensive guide, illustrated by photographs and technical drawings, to a wide range of weapons, mostly automatic.

Few Survived — a History of Submarine Disasters by Edwyn Gray, published by Futura, price £3.95. Soft-back version of a book first published last year.

Mr. Grove, a former deputy head of Strategic Studies at Britannia Royal Naval College, Dartmouth, refers to the dilemma in *Vanguard to Trident — British Naval Policy Since World War II*.

The original Outline Staff Target of 1981 had specified a £70-million ship — "little more than a tug for a towed-array sonar, and a platform for a large ASW helicopter to prosecute contacts."

But: the second gas turbine was first removed and then replaced; a hangar was added, and so was an extra Seawolf tracking radar; the ship's length was steadily increased; the requirement to land Sea Kings as well as the projected EH-101 helicopter increased it still further.

Falklands experience, writes Mr. Grove, seemed to dictate further alterations to reduce fire and smoke hazards, and to improve damage control. A gun was added and a renewed desire to add some "stretch" potential



The angular lines of the Type 23 frigate are emphasised in this artist's impression of the first of the class, HMS Norfolk, which was launched in July. Picture: Marooni Co. Ltd.

increased length to the maximum that could be accommodated in the Devonport frigate complex.

Results of the changes was a £110-million ship — an expensive and highly capable vessel which, like Topsy, "just grewed".

"If this level of capability was

required, then there was little alternative to a high cost level, but the Naval Staff could take some pride in the significant savings in both money and manpower that the ship would still achieve. Despite its increased price, a 23 would cost almost 25 per cent less than a basically equivalent Type 22."

"Vanguard to Trident" is published by The Bodley Head, price £30, and is a comprehensive review of the events and reasoning which has moulded and changed Britain's naval course from the lessons of the Second World War to the lessons of the Falklands and beyond.

The heat's on for Burt

A THRILLER, a drama and five comedies make up this month's batch of 16mm releases by the Royal Naval Film Corporation.

Heat tells of a day in the life of Nick Escalante, citizen of Las Vegas, who scratches a precarious living by hiring himself out as a bodyguard, escorting heavy spenders to and from the gaming tables to which he is himself disastrously addicted.

Nick is super-tough (well, of course — he's played by Burt Reynolds) but a softy at heart. "I don't enjoy violence," he explains. "I'm just good at it." During the course of his day, he experiences mixed fortune at the blackjack table, helps out an old girl friend and incurs the wrath of a psychotic racketeer.

The script is by William Goldman, author of "Butch Cassidy", and "Marathon Man", and from the opening scene — which neatly leads us straight up the garden path — the film is notable for its invention and sheer unpredictability.

Like several other Burt Reynolds movies recently, this one was given no theatrical release in the UK — a mystifying neglect. Catch it when you can.

Children of a Lesser God is an adaptation of the stage hit

about a deaf girl, sulking through a life of glum promiscuity, who is shaken out of the doldrums by her affair with a teacher. Nothing sentimental in the treatment of what could have been, in the wrong hands, a dangerously soppy tale.

It's typical of the film's straight-forward approach that all the deaf characters are played by deaf actors and actresses, notably Marlee

SCREEN SCENE by Bob Baker

Matlin as the heroine, who has the sort of looks that are liable to make a man turn suddenly very thoughtful, and the sort of skills that won her the Best Actress Oscar earlier this year.

First in our comic quintet is *That's Life!* which begins with Julie Andrews undergoing a biopsy and then follows the next 48 hours as, keeping the situation to herself, she waits for the results.

Jack Lemmon co-stars as her husband, terror-stricken by the approach of his 60th birthday and liable to be engulfed at any moment by great waves of hypochondria.

Not much scope there for laughs, it might be supposed, except that the film was made by Blake Edwards, whose sense of humour has yet to be defeated by any subject under the sun.

Of course, there are serious moments but mostly the film is notable for finding humour in the unlikely circumstances. From the supporting cast, Sally Kellerman is striking as a self-absorbed neighbour who, in a neat character twist, is the only one to notice that the Julie Andrews character is in such distress.

She turns up again in *Back to School* as a college tutor faced with the task of instructing one Thornton Melon, a middle-aged self-made millionaire belatedly catching up on his education. Melon is played by Rodney Dangerfield, a comedian who has so far made little impact on this side of the Atlantic. His character is basically that of a loud-mouthed slob with a heart of gold — not particularly lovable but often very funny indeed.

The Secret of My Success shows how a millionaire goes about getting self-made. Michael J. Fox is a poor country boy in the big city who, by his wits, ambition, energy and sheer cheek rapidly sets the business world on its ear. The film partakes of the same

qualities as its leading character — although it needs all of Mr. Fox's pint-sized charm to make such a nervy young go-getter an acceptable hero.

As a spoof remake of "The Magnificent Seven," *3 Amigos* stars Steve Martin, Chevy Chase and Martin Short, making up a trio who just about qualify as The Threadbare Three, or possibly The Tame Bunch.

Heroic duck

Faced with the task of saving a Mexican village from the ravages of a ruthless bandit, their immediate reaction is to ride swiftly in the opposite direction. But their sense of duty, and of cinematic conventions catch up with them...

There's a marvellous scene where they sit around the prairie campfire and croon an old Western song in which their horses and even a passing tortoise join in. No ducks though.

That's left to a peculiar number presently entitled *A New Breed of Hero* but which was released initially in the US as *Howard the Duck*. Howard, a citizen of Duckworld, is mysteriously teleported across the galaxy to the planet Earth, where the difficulties encountered by a five-foot talking duck can be well imagined. Or possibly they can't.

Warship archive video launched

FILM which has never before been viewed by the public is included in a remarkable video album which portrays *Battleship at War 1941-42*.

Collected and edited by Roland R. Smith, the 60-minute tape shows unique archive film of such ships as the Prince of Wales, King George V, Anson, Duke of York, Hood, Repulse and many more.

The video is the result of a one-man operation by Mr. Smith, who approached the Trustees of the Imperial War Museum, "determined to do something about this archive film languishing in the timeless vaults of eternity."

Absorbing

On agreeing to pay royalties, he was allowed to formulate a programme from the wealth of virtually unviewed footage. Working in his living-room, he edited sequences and even provided skilfully-recorded sound effects, to produce an absorbing documentary — including a fascinating ten-minute sequence relating to life on board King George V.

Providing Mr. Smith's video is well received, he intends to complete more programmes, including a cassette entitled "Britannia Goes to War", which will feature most types of warships which saw service during the Second World War.

"Battleship at War" is available from Naval Video Time Capsules, PO Box 200, Wembley, Middlesex HA9 9XT, price £19.95 plus £1.95 postage and packing. State VHS or Betamax and make cheques or postal orders payable to Naval Videos.

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AT YOUR SERVICE

CALLING OLD SHIPMATES

HM Trawler Lord Halisham. Mr J. Laing (ex-SEA) of 19 Douglas Place, Linlithgow, West Lothian, would like to hear from any fellow survivors.

"League Fellows": David Brindle, of Illinois, wants to get in touch with his uncle, Tom Brindle, who left "The League" in 1932 to join the Seaford Highlanders. Any reader knowing his whereabouts is asked to write to Peter Woodhouse, 30 Whittington Street, Plymouth, PL3 4EG, who will pass Tom's address on to his nephew.

HMS Raleigh: A/B Dickie Tango Scott, HMS Raleigh, January 1947, last known in the Brighton area, is being sought by Mr G. W. Chapman of 26, Lindfield Estate North, Wiltshire, Cheshire, SK9 5EX.

HMS Uganda: 1942/44 Shiner Wright, ex-stoker, would like to meet any old shipmates. Two have been found to date. Write to Mr Wright at 32B Altenburg Gardens, Battersea, London SW11 1JJ or tel. 01-223-6477.

RNAS Halfan: Mr G. T. Middlemiss, of 7, Goodlife Gardens, Trehurst, Reading, Berkshire RG6 3SZ, is looking for old shipmates who served with him in Malta in 1964/5, and were all petty officers. They are Brian Farris, married to Margaret; Derek (Whacker) Payne, married to Liz; and Bob Appleby, an ex-HMS Hermes. The first two were drafted back to Lissiemouth.

HMS Lincoln (ex-USS Yarnall), 1940-41: Ian Nethercott DSM, 39 Maurice Road, Canvey Island, Essex SS8 7JL (tel. 0268-682136) would like to contact old shipmates.

HMS Ajax 1939: Ex-Torpedoed John W. Griffiths, Battle of River Plate veteran (wounded and invalided out) would like to hear from any ratings of the Ajax. Contact him c/o 41, The Street, Brooke, nr. Norwich, Norfolk.

HMS Nabob: Ex-AM-A Ron White, 80 Lakeside Avenue, Lydney, Glos. GL15 5QA is seeking survivors after torpedoing in August 1944.

HMS Havelock: Bogey Knight, Ben Haines and Tom Whittell would like to hear from Jimmy James, Spud Gardner, Jock Campbell, Jack Kibble, Joe Simms and Alf Wilkie, all of whom joined the ship on Feb. 10, 1940. Contact Jack Tindall, 19 Redbrooks Way, Hythe, Kent CT21 4DN (tel. 0303-68034).

HMS Ganges 1939: Ex-LS R. Gill, 29 Permarin Road, Penryn, Cornwall TR10 8BU, would like to hear from any of 74 Class, also any shipmates of HM ships Valiant 1939-41, Queenborough 1942-43, and Cattistock 1945.

HMS Ganges 1947-49: Ex-Wren Elsie Steadman (nee Swinson) and ex-Mne Mervyn Steadman of 54 Quarr Lane, Sherborne, Dorset DT9 4JB (tel. Sherborne 814675) wish to contact any of the ship's company. Mrs. Steadman would also like to contact anyone serving at HMS Marlborough in 1946.

HMS Ganges 1959-60, 25 Recruitment Anson Division: Ex-shipmates are asked to contact John Beattie, 217 Mudford Road, Yeovil, Somerset (tel. 0935-76206).

HMS Duke of York: Ex-AB A. Barstow, 43 Rainshaw Street, Bolton, Lancs. (tel. Bolton 592100).

HMS Newfoundland 1944-46. Mrs. Kathleen Fox, 35 Hill View, Bishop Caudle, Sherbourne, Dorset DT9 5NH, would also like to contact shipmates of her late husband, ex-PO Ivan Eric Fox, who served in the Duke of York.

RNB Portsmouth (HMS Victory): Mr. Tom Hicks, 20 Greenleaf Avenue, Paisley, Renfrewshire PA1 3RD (tel. 041-887-8668) seeks classmates of Bridport Class (Instructor LS Tex Rickards) who joined April 24, 1939 — especially Bill Cox.

HMS Hampshire, 3E Mess 1973-76: Ex-AB(R) Ray Crawford, 8 Blamoral Drive,

Timperley, Altrincham, Cheshire (tel. 061-973-6258) seeks old shipmates, especially ex-AB George Gorrings, who was best man at his wedding and with whom he also served in HMS Ganges and HMS Dryad.

HMS King George V 1948-49: PO(Torp.) Harry Cook and PO Coxswain Nick Carter are sought by ex-PO Inst. L. W. Johnson, 179 Columbia Road, Grimsby, S. Humberside DN32 8EE (tel. Grimsby 41186).

ML 564: Shipmates who served in the Adriatic, Aug. 1945 to Aug. 1946, with Mr. Frank Haworth are asked to contact him at 14 Toon Crescent, Brandlesome, Bury, Lancs, BL8 1JB.

Fleet Club, Alexandra 1941 and HMS Coventry: Mr. Albert E. Jones, ex-Sto., later PO Diver, of 460 Seventh Street, Nanaimo BC V9R 1E7, Canada, would like to contact ex-Sto. Jack Higgins with whom he joined the Navy in 1940.

HMS Dumbarton Castle: Peter Bloxham, Flat 4, Westhorpe, 2 Headland Grove, Paignton, Devon TQ3 2EW, would like to hear from old shipmates, especially Charlie Munro and Johnny Goodwin.

King's Birthday Parade 1923: Mr. W. T. (Bill) Finch, 14 Beaufort Court, Beaufort Road, St Leonards-on-Sea, E. Sussex TN37 6PQ is seeking ex-"sparkers" who were in the parade and who were in the photograph of the whole ship's company of HMS Ganges.

HM 702 LCP(L) Flotilla based at HMS Tormentor 1942-45: F. C. (Frank) Millar and E. J. (Jack) Almond, and any other flotilla members, please contact Colin Kitching, 24 Chestnut Way, Repton, Derby DE6 6FQ.

HMS Undaunted 1971-73: Ship's tug-of-war team that visited The New Inn, Priddy, or any other shipmates please contact ex-AB "Big" Bernie Pitman, 14 Flowerfield, Nunney, Frome, Somerset BA11 4NF (tel. 0373-84809).

HMS Manchester survivors who were in the prisoner-of-war camp at Laghouat, North Africa, are being sought by Capt. R. E. Knight RASC (ret.), 33 Mulberry Tree Close, Bridgwater, Somerset TA6 4EG (tel. Bridgwater 456986). Capt. Knight, who was known to his fellow prisoners as "Rudy Knight of the Wall of Death", is hoping to organise a reunion. In addition, Mrs. Edith Churchill, 42 Barton Court, Tewkesbury GL20 5RL, whose husband, Pete, a chief cook, was a Manchester survivor and helped to form the Gaiety Club as a prisoner of war, would like to contact other members or any other Manchester survivors.

HMS Renown: Bill Leach, 12 Hall Drive, Harefield, Middx. UB9 6LA would like to contact anyone who served in the ship during 1939-45. In the Gunners party for most of that time, Mr. Leach helped to form the ship's "Jungle Roamers Cycling Club" at Trincomalee.

HMS Martin survivor George T. Nye is seeking fellow survivor Jack Amphlett who saved his life when the ship was sunk off North Africa in 1942. Also, he would like to contact Les Tanner and Billy Watson who served with him in HMS Savage in 1943-44. Contact 38 Sidewood Road, New Eltham, London SE9 2HA (tel. 01-859-1494).

HMS Torbay 1941-43: Ex-PO Philip Le Gros, 20 Laurel Street, Mt Albert, Auckland 3, New Zealand, would like to hear from his shipmates.

HMS Royal Arthur 1939-45: Shipmates interested in forming an association are asked to contact Mr. John Lownds, 3 Tunstall Terrace, Ryhope, Sunderland, Tyne-Wear SR2 0AS.

HMS submarine Seal: Any former crew members interested in a reunion are asked to contact Mr. Colin Boyne, chairman of Seal Parish Council, which had an affiliation with the Seal and where a war memorial stands in tribute to the crew. Contact Mr. Boyne at Kentlands, Bank Lane, Hildenborough, Kent.

REUNIONS

HMS Trenchant: Old and new crew members of the submarine held a reunion dinner at Manchester, the gathering marking the 42nd anniversary of the sinking of the Japanese cruiser Ashigara. Guests included Vice-Admiral Sir Arthur Hezlet, commanding officer of the Trenchant in the Second World War.

HMS Comus: Veterans of the Korean campaign recalled memories of their days aboard HMS Comus when they attended a reunion at the Comus Inn, Camblesforth, Selby. It was the first time that many of them had met for 36 years. It was a "mini" reunion because of the pub name, the main reunion being at Portsmouth.

HMS Glory: Plymouth, September 19. Details from Mr. John Gillett, 61 Patch Lane, Oakenshaw, Redditch, B98 7XG (0527 44633).

"Majestic" Caledonia: Mr. Jim Duckworth, 87 The Hove, Mordshaw, Runcorn, WA7 6EE, writes that the 50th anniversary and first reunion will be held at the RNA Club, Roker Avenue, Sunderland. He would welcome contact with seamen and communications "boys" of 1937-38. (tel. 0928-718109).

HMS Abdiel and Fast Minelayers Association: Run ashore at the Royal Fleet Club, Morice Square, Devonport, takes place at 3 p.m. on October 10 (not October 3 as printed last month).

HMS Serene: Eighth reunion was held at Lingfield, Surrey. Among those who attended was Lieut. John Rogers USN (ret.), USS Alcor, Okinawa, 1946. Enquiries to Mr. E. Drummond, 5 Greenway, Scarcroft, Leeds LS14 3BT (tel. 0532-892222).

River Plate Veterans Association: 48th anniversary dinner, Mayflower Post House Hotel, Plymouth, Dec. 12. Commemorative service at RN Memorial, Plymouth Hoe, 11.00. Details (with sate) to R. A. Fogwill, 96 Hartop Road, St Marychurch, Torquay, Devon TQ1 4JQ (tel. 0803-37262).

HMS Atherton: First reunion of wartime shipmates at Atherton town, April 16. For details, send sate to Ted Reynolds, Woodlands, Darland Lane, Rossett, Clwyd LL12 0BA (tel. 0244-570-995).

HMS Wensleydale (1942-44): Dinner at Royal Fleet Club, Devonport, Oct. 24. Contact J. Speer, 18 Ingley Road, Dagenham, Essex RM10 8SA.

Old Illustrians Association AGM at the Royal Sailors' Home Club, Portsmouth, 6.30 pm, Nov. 21, followed by social evening and supper. Tickets £6.50. Contact W. Needham, 42 Hillsborough Drive, Bury, Lancs. BL9 8LF.

Corfu Incident: 41st anniversary reunion at The Rose and Crown, Hinton Charterhouse, nr Bath, mid-day, Oct. 22, for ship's company members of HM ships Saumarez, Volage, Leander, Liverpool, Mauritius, Ocean and Raider. Contact Colin Pugh, ex-Saumarez (tel. 0225-837574) or Bryan Shelley, ex-Ocean (tel. 022122-2153).

HMS Glamorgan 1982: Dinner-dance held at Portsmouth Guildhall in June, attended by 380 members of Corporate ship's company and their guests. Capt. Mike Barrow RN (ret.) welcomed guests, including the families of two of the men who died in the ship when she was hit by an Argentine Exocet missile. A wreath was laid in the Memorial Chapel at St Ann's Church, Portsmouth Naval Base at a special service the following day. The next five-year reunion is planned for 1992. Anyone who would like to join the HMS Glamorgan Association should contact Lieut.-Cdr. Alan Watt, FOF3 HQ, Fort Southwick, Fareham, Hants. PO17 6AR (tel. 0705-210523 ext. 252).

TS Hampshire, Romney Sea Cadet Unit: 21st anniversary on Oct. 12. Former members and past commanding officers of HM ships Hampshire, Daedalus and Coventry please contact Lieut.-Cdr. (SCC) K. W. Payne RNR, 50 Telegraph Road, West End, Southampton SO3 3EX (tel. 0703-474924).

RN Patrol Service Association (Midlands): Dinner-dance at Nautical Club, Birmingham, Oct. 23. Out-of-town members particularly welcome. Contact Ken Davies (tel. 021-357-2881).

HMS King Arthur Class S2, June 1940: Anyone interested in a reunion, contact Ken Davies (tel. 021-357-2881).

RN Writers Association: Centenary dinner, Portsmouth Guildhall, Oct. 9. Tickets £16, members' guests £18 inc. centenary booklet and wines/sherry. Guest of honour, Deputy Chief of the Defence Staff, Vice-Admiral Sir Jeremy Black. Details from WO(Wr) P. W. Allen (tel. 0705-822351 ext. 24126) or B. E. Emmence (tel. Stubbington 663334 or Portsmouth 822200 ext. 3225).

TS Venomous, Loughborough Sea Cadet Unit: Dinner for former officers and ship's company of HMS Venomous at Loughborough, Oct. 10 to coincide with 45th anniversary of Warship Week. Mayor of

Charnwood plans to host a reception at the Town Hall. Contact PO (SCC) R. J. Moore, 99 Holywell Drive, Loughborough, Leics. LE11 3JX (tel. Loughborough 266164).

HMS Woodcock: Oct. 24 at The Hope and Anchor, 20 Macbeth Street, Hammersmith W6. Contact H. Cribbens, 30A Albert Terrace, Stonebridge Park, London NW10 8PN (tel. 01-961-2655).

HM submarine Seal: Reunion of five former crew members took place at Cromer, the first time they had met since the Second World War. They were the commanding officer, Lieut.-Cdr. the Rev. Rupert Lonsdale, Chief Coxswain Joe Higgins, Sto. Happy Eckersall, Tel. George Lomas and Lt. Bob Avis. Other crew members are asked to contact Happy Eckersall on Portsmouth 697172.

HMS Cornwall 1939-42 Association: Social evening and dinner on board HMS President, Kings Reach, London, Oct. 24, 6 pm for 7.00. Dress optional. Details from E. A. Langford, Westbury 1, Warren Street, Lenham, Kent ME17 2DY.

HMS Bellona: On Sept. 26 on board HMS President, Kings Reach, Thames Embankment, London. Contact Arthur J. Willis, 83 Bnar Road, Shepperton, Middx. TW17 0JB (tel. 09328-64383).

HMS Cotton: Sept. 25-26, last day for booking, Sept. 14. Contact Len Haycock, 62 Ince Road, Thornton, Liverpool L23 (tel. 051-924-1036).

HMS Cleopatra Old Shipmates Association: 14 members attended annual reunion at Bridlington. The next meeting is at Chatham on April 23. Secretary: Don Ford, 24 Duddery Hill, Haverhill, Suffolk (tel. 0440-705576).

HMS Ocean Association: First reunion held on July 18 at the Nautical Club, Birmingham. For details of membership and future reunions, contact R. E. Thompson, 1 Highbury Avenue, Cantley, Doncaster DN4 6AW or G. Woolhouse, 7 Monks Road, Woolston, Wellingborough, Northants, NN9 7PP (sae appreciated).

GARNNS of D Class, RNH Haslar, 1977: Reunion on June 13 at Admiral Benbow restaurant, Penzance. Next reunion planned for 1992.

HMS Barham Survivors Association: Annual dinner at 6 pm on Sept. 26 at The Royal Sailor's Home Club, Queen Street, Portsmouth, tickets £8.50. Contact Len Horner, 1 Brays Springs, Roundhills, Waltham Abbey, Essex EN9 1TR (tel. 0992-710-715).

Anson Division artificer apprentices, Chatham, August 1938: Reunion proposed for Sept. next year in Portsmouth. Contact Tom Harding, 59 Warleigh Avenue, Keyham, Plymouth PL2 1NP (tel. 0752-516721).

HMS Columbine (K94): Dinner at 1900 on Sept. 5 at Bradford Hotel, Liverpool. Contact Jim Heys, 3 Water Lane, Edenfield, Lancs. BL0 0LU (tel. 070-682-5230).

RN Shipwright Artificers Association: Portsmouth Branch dinner-dance at Mountbatten Centre, Alexandra Park, Portsmouth, Oct. 23. Contact WOMEA(H) Brian Wines (tel. 0705-822351 ext. 23978) or John Thorne (tel. 0705-822351 ext. 23417).

HMS Sussex: First reunion held at Batterley, nr. Crewe on June 20. Next in South, probably April. Contact Ron Royes, 30 Central Hill, Upper Norwood, London SE19 1DT.

Capital Ships Association AGM, 2 pm, Sept. 12, Union Jack Club, Waterloo, London.

Amenity Ship Menestheus 1945-46: Details from Mr. L. Hurst, 15 Princess Way, Shanklin, Isle of Wight PO37 7DU.

RNVR and RNR London Division Old Hands Association: Annual summer luncheon was held on board HMS President on June 13. More than 150 members and guests attended the function, the last lunch on board before the Division moves to St Katherine's Dock. Among the guests was Archie MacFarlane (89) injured on the Somme while serving with the RN Division. Prospective members contact Eric Band, c/o CPOs and POs Mess, HMS President, Kings Reach, London EC4.

Work Studiers/Management Systems Practitioners: 30th anniversary cocktail party, Pembroke Suite, Barham Block, HMS Nelson, Nov. 26. All ranks and rates, spouses, etc., welcome. Cost £8.50 per head inclusive. Cheques payable to Wardroom, HMS Nelson, applications by Nov. 6. Further details from Officer-in-Charge, DN Man S SSG, HMS Nelson (Vernon Site), Portsmouth PO1 3HH (marked Anniv. CTP).

OVER TO YOU

St Merryn: Mr. G. Palmer, Seaways, Harlyn Bay, Padstow, PL28 8SF, will be pleased to furnish details of the service to be held on November 8 at the Fleet Air Arm graves in the churchyard (HMS Vulture/Curlew).

HMS Helene: Mr. D. J. Adams, 78 Garden Road, Walton-on-the-Naze, CO14 8RR, seeks design of the establishment's badge and any information for display at the East Essex Aviation Museum housed in the Martello tower at St Osyth, which was the HMS Helene base.

Ship Badges: The newly-formed Abergavenny branch of the Royal Naval Association would welcome gifts from ships of a crest and cap tally. The secretary is Mr. J. M. Lewis, 51 St Helens Road, Abergavenny, Gwent NP7 5YA.

HMS Warspite: Mr. W. K. Allington, 41 Victoria Avenue, Barrow-in-Furness, LA14 5JZ, asks if any reader can tell him how the bell of the vessel came to be in the local church of St Francis.

HMS Euryalus: Mr. S. Matthews (ex-CPO Wr), 5 Park Close, Silverton, Exeter, EX5 4JN, is seeking a copy of the last commission book (1952-54).

ASSISTANCE TO AUTHORS

Mr. Neil McCart: 17 Wymans Lane, Swindon Village, Cheltenham, GL51 9QA, researching for a book entitled "Passenger Ships of the Cunard Line," would like to hear from readers who served in the Laconia, Antonia, Ausonia, Aurania, Carinthia and Alauria, when they were requisitioned during the Second World War as armed merchant cruisers.

TS Avenger: Mrs. M. A. Williams, 58 Corbett Road, Waterloo, Hants, PO7 5TA, writing on behalf of her cadet group (JCC) would welcome naval readers' help on various courses. Meetings are on Friday evenings, 7 to 9.

Ton Class: Mr. Jack Worth, Amethyst, Lerryn, Lostwithiel PL22 0QF, secretary of the newly-formed association, would be pleased to send details to anyone interested (sae please).

Troop Ship Rohna: Mr. S. G. Lawton, 2 Fontwell Close, Northolt, UB54 4EG, would like to hear from anyone who witnessed the sinking of this vessel in 1943.

Submarine Cup: Cdr. John Grace, MRNVR, 6 Douglas Avenue, Exmouth EX8 2AU, would welcome reminiscences from other members of the Fourth Submarine Flotilla, China Station, 1935-36, to help him with a description of a typical "Captain (S) Shot" requested by the Submarine Museum.

Mr. Eric Aisthorpe, ex-RN, is being sought by Mr. Bernard A. Clement, 73 Centre Drive, Newmarket, Cambs.

Royal College of Nursing Conference: CPO Ray Rombough will speak on "Naval Medical Services in the 19th Century," and former matron-in-chief Miss Pat Gould will speak on "Queen Alexandra Royal Naval Nursing Service up to 1914" at a meeting of the College's Nursing Group on September 11 at the RCN, 20 Cavendish Square, London W1M 0AB (1.45-4.00 pm, tickets £1.50 including tea).

Aircraft Handlers Association being formed and newsletter to be issued. Reunions will be organised. For details send sate to Ian Beard, 6 Meadow Crescent, Castle Donington, Derby DE7 2LX (tel. 0332-850471).

New refits pioneered Brilliantly!

HMS BRILLIANT has become the first ship to begin refit under the new programme for the latest Royal Navy frigates and destroyers. She entered the frigate refit complex at Devonport on July 17.

Under the new scheme, ships will remain fully manned for their first and third refits, lasting 40 and 30 weeks respectively. They will be unmanned for their 70-week, mid-life refit which will take place at the 12-year stage.

Although in refit, the Brilliant is due to become leader of the Second Frigate Squadron in October.

Directorate for NITSS?

ALL the Navy's non-operational information technology should be managed by a new Directorate of Naval Information Systems, it is now proposed following the final report of the Naval Information Technology Strategy Study (NITSS).

As well as containing a "blueprint" to take the Navy in IT terms into the 1990s and beyond, the report makes 147 recommendations aimed at improving the Service's information technology. The submission now goes to the Navy Board for approval in principle.

Meanwhile, future presentations by the NITSS team on the study findings include: Bath, September 3; FONAC, September 4; FOSNI, September 10; CINCFLEET, September 17; and FO Plymouth, September 29.

Equipment goes on show

MORE than 20,000 visitors, including ministers, senior military staff, government officials and industrialists from 86 countries, are expected when the Royal Navy biennial equipment exhibition takes place this month at Whale Island, Portsmouth.

More than 300 British firms will be represented under 10,000 square metres of tentage and on 19 outside sites.

Five RN ships are also due to be on view — HM ships Ark Royal, London, Roebuck, Cottemore and Leeds Castle.

The exhibition is not open to the public.

Sea Skua success

A PROGRAMME of trial firings of the Sea Skua anti-ship missile has been completed successfully by the Royal Navy.

A total of six missiles were fired against a ship hulk and a standard range target designed to represent a ship. All six struck their respective targets and the hulk, a decommissioned coastal minesweeper, was sunk after two direct hits.

The missiles were fired from Lynx helicopters by serving flight crews.

Workshops open day

ONE thousand visitors took advantage of an open day at the Royal Naval Aircraft Workshops at Perth.

Aircraft on display were a Wasp and Lynx of 829 Naval Air Squadron, and a Sea King of 819 NAS based at HMS Gannet. The Lynx and Sea King provided a flying display, and there was a fly-past by Phantom jets from RAF Leuchars.

Other attractions included stalls and static displays. Proceeds went to the RNAW's own Guide Dog Appeal, which is now well on its way to providing funds for a fifth dog.

NEWS IN BRIEF

£2,000 for Murray Home

MURRAY HOME, one of the three Scottish Veterans' Residences, came a little closer to realising a major redevelopment plan when £2,000 was handed over by the Flag Officer Scotland and Northern Ireland, Vice-Admiral Sir George Vallings.

The money, from FOSNI's Charity Fund, goes towards a £320,000 redevelopment which will provide improved accommodation for the home's 24 residents.

RSU march for gold

AWARD for the best turned-out regular naval team in the Royal Military Police and City of Chichester International March on August 9 was a team from the Reserve Ships Unit, Portsmouth.

A total of 7,000 people made up military and civilian teams from Britain, USA, Germany, France, Holland, Belgium, Hong Kong and Italy. They took part in 10km, 25km and 40km marches through the West Sussex countryside, the RSU team members each receiving a gold medal for completing the 40km march.

Fourteen teams consisting of 159 members of Royal Naval Reserve units won the following medals: Gold — HMS Sussex A, HMS Wildfire A, HMS Wessex. Silver — HMS Calliope, HMS Forward, HMS Wildfire B, HMS Sussex B, HMS Dalriada A, HMS Vivid, HMS Sherwood, HMS Scotia, HMS Southwick, RNR Postal Branch. Bronze — HMS Dalriada B.

Royal Naval Reserve Cup for the best RNR team went to HMS Wessex.

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Bill plays on to the tune of £640 . . .

LUTON and Dunstable club was alive with the sound of music as Shipmate Bill Coomber, in a 24-hour piano marathon, played 1,217 tunes to raise funds for charity.

If the effort left him with sore fingers the pain was worth the reward — over £640 being raised — and there are hopes that his musical feat will make the Guinness Book of Records.

During the marathon, Bill took five-minute breaks every hour, when he was sustained by tea and sandwiches provided by the ladies' section. To mark his achievement he was presented with a musical piano box by Octave of Dunstable, who loaned him an electrical digital piano for the marathon.

Wear's luck

To be made redundant at the age of 43 need not necessarily lead to unemployment, as ex-PO Shipmate Barrie Knox of Wear branch found out when his job folded at the local glassworks.

The setback inspired him to enrol on a two-year model-making course at Sunderland Polytechnic and the result is that he is now employed as a model-maker in the Architects Department of Gateshead Municipal Borough Council.

His change of fortune also benefited Wear branch who now have a superb 54 in. model of the ill-fated battle cruiser, HMS Hood, on display in their headquarters (see picture).

The model, presented by Barrie, took him six months to complete.

More good news is that the Kevin Tomlinson appeal, launched by the branch, raised £1,048. The branch send their thanks to all who generously supported the appeal.

A day of non-stop rain failed to dampen enthusiasm for a concert by the band of the Royal Marines, Flag Officer Scotland and Northern Ireland, sponsored by Kendal branch. Its success can be measured by the fact that it attracted an audience of nearly 600 and raised a total of £3,042, which, allowing for expenses, will provide a substantial donation to King George's Fund for Sailors.

Piratical

July 4 marked Bodmin's Riding and Heritage Day, celebrating a medieval custom when riders skirted the bounds of the town. The main street of the town was closed to traffic and the townsfolk, dressed in suitable costumes, manned a variety of stalls.

Members of Bodmin chose piratical gear and ran a "grog" stall from 1100 to 1430. The "grog", donated by Shipmate Eddie Connolly and blended by his wife Ann, went down a treat, raising more than £120 for charity.

A pig roast was the method chosen by Shipmate Derek "Butty" Brain, of Stratford-

BRANCH NEWS

upon-Avon, to raise funds for the Ernle Pope Fund and the local Sea Cadets. The taste of roast pork attracted many takers, raising a total of £240.

Celebrations to mark the tenth anniversary of the commissioning of Durham was tinged with sadness due to the untimely death of founder member, Shipmate Lieut.-Cdr. Albert Ironside RNR. The anniversary was, however, marked by a small sherry reception when a cake was ceremoniously cut by the branch president, Shipmate John Farrow.

A stall manned by members of Leighton-Linslade at the local schools gala day raised £116 for the adopted charity of the branch and gave rise to many inquiries about the association.

At an extraordinary meeting of the branch Shipmate George Francis was elected chairman and Shipmate Charlie Waples vice-chairman, to replace the existing officers, who resigned.

Nine members of the branch enjoyed an outing to Broadlands, followed by a very entertaining evening at Portsmouth club, for which they send their thanks.

Thanks to the efforts of Shipmate Ernie Woodford of Hemel Hempstead, who put pressure on members at the monthly meeting of the branch to dig in their pockets, a £100 cheque was raised towards the cost of a body scanner in the local hospital.

Branches from all over the

Midlands were represented at the dedication of Birmingham (Sheldon) standard, resulting in an impressive parade of 500 shipmates, led by the band of the Royal Marines Commando Forces.

After the service in St Giles parish church, conducted by the Rev. G. Herbert, the salute at the march past was taken by Lieut.-Cdr. B. Boxall-Hunt, of HMS Birmingham.

The ceremonies over, shipmates and guests enjoyed a reception at branch headquarters when the occasion was toasted in traditional style with a tot.

The branch thanks all who gave their support — members of the crew of HMS Birmingham; the Sea Cadet Corps; and the sub-committee which organised the day's events.

York visit

The eagerly-awaited visit of HMS York to Hull by members of York branch led to some disappointment due to the lack of representation by the branch in the programme of events organised by the civic authorities of the City of York.

However, a few members were invited to pay a visit to the ship, which they greatly enjoyed, and the hospitality received was later returned when members of the CPOs' and POs' Mess of York were entertained by the branch and some real friendships were forged.

While a greater representation from branches would have been more gratifying to the organisers of the annual Area standard-bearers' competition, hosted by York, the result was a very enjoyable day. Winner of

WEAR'S MODEL

Shipmates Barrie Knox (left) and Jack Ellis, of Wear branch, view Barrie's model of HMS Hood on display at their club (see story in Branch News).

Picture: The Echo, Sunderland.

the seniors competition was Shipmate Eddie Smith, of Harrogate, with Shipmate Tony Crossfield, of York, the runner-up. Shipmate Ron Smith, of Halifax, won the novices' competition with Shipmate Paul Smith, of York, a close runner-up.

The Rame Peninsula branch is in the process of being formed and those interested may like to attend the branch meetings, held on the first Wednesday of the month at the Devon and Cornwall Inn, 1, West Street, Millbrook, near Torpoint, Cornwall. A commissioning day may be held in October.

When Eastbourne first commissioned members met in a tavern — and the funds amounted to 21 shillings. On July 16, when the branch celebrated its golden jubilee, there was a lot of celebrate — including a membership today of over 500.

The 50th anniversary was marked with a service of thanksgiving in Christ Church, Seaside, attended by shipmates representing branches in No. 3 Area, and friends, the principal guests being the Mayor, and Mr. Ian Gow MP and his wife. The parade following the

ceremony was led by the band of Eastbourne Sea Cadet Unit, with the salute being taken by the Mayor. Afterwards, at a reception the golden jubilee certificate was presented to the branch president, Shipmate Lieut.-Cdr. S. G. Bradford RNR, by Mr. Gow.

If there were a few language problems when Liverpool entertained a party of German oppos from the Cologne Naval Club, communication was greatly improved after one or two tots, resulting in an enjoyable evening.

Members of Gravesend fielded a team against one from HMS Ark Royal when the ship visited London and after the match enjoyed a get-together. Officers of the branch also had an opportunity to visit the ship, and a visit to Aldenham branch by members was also enjoyed.

Memorable

A visit to HMS Ark Royal also made a memorable outing for members of Sidcup branch. An enjoyable afternoon on board included a tour of the ship and a briefing on the Ark's capability and technology.

After days of rain the sun shone and a large crowd of spectators turned out to witness the marchpast following the dedication of Bury St Edmunds standard on June 21. St Mary's Church was packed for the service, conducted by Canon Michael J. Walker and attended by the Mayor and Mayoress of St Edmundsbury and Sir Eldon Griffiths MP.

To music by Bury St Edmunds Unit of the Sea Cadet Corps, commanded by Lieut.-Cdr. M. J. Mison RNR, the newly-dedicated standard with those from many other branches and other ex-service organisations were paraded. The Last Post was sounded by buglers of the Dunkirk Veterans' Association, with whom the branch has a close relationship.

In recognition of his service in founding Clacton-on-Sea and its subsequent commissioning, Shipmate George Evendon, the branch chairman, was elected president. He is replaced as chairman by Shipmate Nick Carter.

Members of Hillmorton dedicated their standard on June 27 within four months of the commissioning which they suspect must be a record. If not they would like to hear from any branch which achieved this milestone in quicker time!

The service of dedication was well attended and at the parade which followed, led by the band of TS Coventry, 22 standards representing branches throughout No. 8 Area were displayed. The salute was taken by Rear Admiral R. C. P. Wainwright.

There was great support for the laying-up of Coventry branch standard and the dedication of the new, on June 7. The service in Holy Trinity Church was attended by 400 shipmates, and at the parade which followed 30 standards were displayed. The salute was taken by Capt. Jim Rayner, General Secretary.

Liskeard cricketers put out



When shipmates of Liskeard took on the local part-time firemen for a friendly game of cricket — and lost — it did not prevent the teams celebrating together after the match in the Royal British Legion Club. Station Officer John Knight (extreme left), captained the firemen's team and Doug Stacey, third from right (standing) skipped Liskeard RNA.

Picture: Ray Roberts

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INDEFATIGABLE BOARDING SCHOOL FOR BOYS

Beautifully located in 28 acres on the shores of the Menai Straits, Indefatigable is uniquely situated to provide an excellent education for boys together with the development of their character and self-reliance. Many proceed to the Services.

- Modest fees maintained in line with the Services Boarding School Allowance
- Boys wear Naval uniform which is provided
- Courses are already in operation preparing boys for the new GCSE examinations to be taken in 1988
- There are some bursaries available to help with fees
- Wide range of outdoor activities including mountain walking, orienteering, canoeing, rowing and sailing plus usual games
- Most boys join at 13 for three years, though two and one year courses starting at 14 or 15 may be available as space permits

Further details can be obtained from:
Captain Headmaster,
Indefatigable School,
Plas Llanfair, Llanfairpwll,
Gwynedd, LL61 6NT.
Telephone: 0248 714338

Founded 1864 Patron H.R.H. The Duke of Edinburgh.
In receipt of a grant from the Welsh Office



NEWLANDS SCHOOL

Seaford, East Sussex
Telephone (0323) 892334
CO-EDUCATION

Newlands was opened in 1814 and, since its foundation, the Headmasters have all been members of one family. There are 250 boarders and day children aged 7-13½. The boarders sleep in the main building and are supervised by the Headmaster, his wife, and four Matrons, one of whom is a trained nurse. The school is surrounded by 15 acres of land, of which 12 acres is set aside as playing fields. The grounds include an all-weather football pitch incorporating 3 hard tennis courts and basketball court. There is a large indoor rifle shooting range, carpentry workshop, Home Economics room, and the Music Centre covers the tuition of a wide range of instruments. Association football, rugby, hockey, cricket, athletics, netball and tennis are the principal organised sports. Boys and girls are prepared for the Common Entrance and Scholarship Examinations to all Public Schools and to Newlands Manor, our own Senior School. Newlands undertakes the responsibility for all travel to and from the School, visa applications and transport to Heathrow and Gatwick (only one hour from the School). We also arrange for families known to us to welcome children for half terms in cases where relatives or guardians are not available. In addition to the Service Grants, a further generous reduction in boarding fees is given.
Prospectus and further information from the Headmaster.



CAWSTON COLLEGE CAWSTON, NORWICH, NR10 4JD

Independent boarding school for boys with day girls and boys
Provides a full academic curriculum to GCSE.
Situated in rural Norfolk on the edge of Broadland with grounds of 125 acres of which 22 acres are playing fields.
SCHOLARSHIPS ARE AVAILABLE TO CHILDREN OF SERVICE FAMILIES
Further information and prospectus available on request
Write or telephone: NORWICH (0603) 871204

Wykeham House School

Independent Day School for Girls aged 4 to 16 years
East Street, Fareham, Hants PO16 0BW
Wykeham House provides an independent education for your daughter in a School with a tradition of courtesy and care, where class size and option groups are small and academic excellence is encouraged.
For further details and prospectus please contact the Bursar.
Telephone Fareham (0329) 280178

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Co-ed (Age range 11-18) 100 + pupils
Established 25 years
GIVE YOUR CHILDREN ALL THE BENEFITS OF A BOARDING SCHOOL AT A PRICE YOU CAN AFFORD
Continuity in schooling. Happy "family" atmosphere in beautiful country. Keep brothers and sisters together. Highly qualified staff. Small classes and up-to-date labs. Self-discipline, good manners and self-confidence. 20 acres ground and playing fields. Highly efficient Sea Cadet unit. Sailing and many activities. We have even made provision for you to pay by Barclaycard.
Telephone or write for free illustrated prospectus. Some vacancies.
Accredited by ISJC

THE SCHOOL OF ST CLARE PENZANCE TR18 4JR

A Girls' School of the Woodard Corporation with a fully Co-Educational Junior School

Boys 3-11 Girls 3-18
Full boarding and weekly boarding can begin at 8 years of age. Wide choice of GCSE and A-level subjects, together with a number of secretarial courses. The school is set in beautiful grounds, overlooking Mounts Bay, and provides ample opportunity for a wide range of extra curricular activities and sports. Full advantage is taken of the surrounding countryside and coastline. Girls over 14 are encouraged to participate in the Duke of Edinburgh Award Scheme. There is a strong emphasis on music, drama, and dance. Girls with parents overseas most welcome. Weekly boarding possible for children from RNAS Cudrose. 10% reduction in fees for children of Service personnel
Prospectus from the Headmaster, Ian Halford, M.A. PENZANCE 63271



GRENVILLE HOUSE

BERRY HEAD ROAD
BRIXHAM, DEVON
08045 2129/2797

FOR THE SONS OF SAILORS A REAL ALTERNATIVE TO BOARDING SCHOOL

- Term-time boarding - Local school education
- Opportunity to sail, camp, canoe, and swim
- Live in a prime position overlooking Torbay
- Supported by a charitable trust

YOUR child's education? WE OFFER YOU ...

CARING family atmosphere
SMALL well-equipped classes
HIGHLY qualified and committed staff
HIGH academic expectations and standards
HIGH standard of manners and behaviour
WIDE range of sporting and leisure activities

GLENHOLW SCHOOL TAKES GREAT CARE

to ensure that your children receive our attention as individuals so that they may happily develop their academic and social potential to the utmost.
IAPS — Co-educational day and boarding school (4-14)
SALTBURN-BY-SEA, CLEVELAND TS12 1JT
Scholarships / bursaries offered for children of high academic calibre or worthy of special consideration. Reductions for families.
For Free prospectus and details contact:
HEADMASTER'S SECRETARY
Telephone: Guisborough (0287) 22321

THE ROYAL NAVAL SCHOOL HASLEMERE, SURREY

Dr. J. L. Clough, B.A. Hons. (London), Ph.D. (Hull)
Boarders 150 : Day Girls 150



Founded in 1840, and under Royal Patronage, this Girls' Independent School is in an area of outstanding natural beauty, yet within easy reach of London and its airports. While maintaining its Naval connections, the School is open to children of civilian as well as Service families.

An excellent all-round education is offered and pupils are prepared for a wide range of GCSE and A-level examinations, as well as for University Entrance. Specialised facilities include five laboratories, computer, craft, home economics and technical drawing rooms. Dancing, driving, judo, riding, and speech and drama are optional subjects.

Members of the flourishing Sixth Form live in a detached house, with study bedrooms, where they are treated as students and encouraged to develop a mature, self-disciplined approach to learning.

A new sports hall allows netball, tennis and other team games to be played in all weathers.

Extramural activities are encouraged and the school takes part in the Duke of Edinburgh Award Scheme.

Please telephone the Headmistress' Secretary —
Hindhead (042-873) 5415 — for a prospectus

LAUNCESTON COLLEGE

DUNHEVED ROAD,
LAUNCESTON,
CORNWALL PL15 9JN
(0566) 2468

Headteacher:
Mr. C. D. Cooper, M.A.

BOARDING PLACES

A number of vacancies exist
for boarding places for boys at
Launceston College from
September 1987

No tuition fee will be payable, and aid towards the boarding fees may be given in accordance with the Committee's Scale, in approved cases

Interested parents or guardians may contact the headmaster in the first instance for further details

Application Forms and a Prospectus may be obtained from:

N. W. Barr (Ref. CS/M),
Secretary for Education, County
Hall, Truro TR1 3BA (0872) 74282
Ext. 2463 or the Headmaster
CORNWALL EDUCATION
COMMITTEE

WHICH SCHOOL?

Independent Schools Information
Service offers FREE book of
junior/senior schools in the Southwest
ISIS, The Green Tree, Ditchet,
Nr Shepton Mallet, Somerset, BA4 6RB
Tel: 074966 535
Send two 1st class stamps

When
replying to
advertisements
please mention
Navy News

HELENSBURGH PARK LODGE SCHOOL

CO-ED DAY. 2½-12 YEARS

- ★ Excellent record for successful preparation of pupils for entry to public and independent schools throughout the country
- ★ Traditional academic education
- ★ Individual tuition within small classes
- ★ Happy caring environment
- ★ Many sporting and recreational activities

Prospectus from:

The Principal

PARK LODGE SCHOOL
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Telephone 0436 3008

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Burys Court
Leigh, Reigate,
Surrey
Tel. (030 678) 372

- ★ Boarding for 6½-13½ year-old boys
- ★ Small classes, individual attention
- ★ Fees not more than Services Boarding School Allowances
- ★ Good science and music facilities
- ★ Computers and videos
- ★ Preparation for exams at 11+ and 13+
- ★ Good sports amenities, including Judo and Swimming
- ★ Help with travel arrangements

For Prospectus, write or telephone The Headmaster



BOUNDARY OAK SCHOOL

Roche Court, Fareham, PO17 5BL

Boundary Oak School is an Independent Boys Preparatory School for weekly and full boarders (7-13) and a now expanded day department from 4½-13.

From September 1987 a Nursery Group will be operating for boys and girls from 3-4½ years.

The boys enjoy many facilities within our 22 acres, including Tennis Courts, Swimming Pool, Carpentry Shop and a new Craft Design and Technology Room in our restored Art Block. Boys are prepared for Scholarship and Common Entrance Examinations to all independent Schools in our essentially friendly family community.

For further details of the school, a free prospectus and details of the new Scholarships available, please write to the Headmaster at the above address or telephone: Fareham (0329) 280955

EDUCATION AND MISCELLANEOUS

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Telephone Portsmouth 826040 or Naval Base 822351
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BRISTOL BS17 1RL
(Girls 4-18)



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Small classes and a well qualified and caring staff mean good examination results from a fairly wide ability range.

New science lab. New boarding wing. Small ability-setted classes work towards GCSE, A levels and university / college entry.

Clubs each evening and week-end activities
OUR PARTICULAR INTEREST IS DRAMA — at GCSE and Advanced levels. Opportunities for all, with evening lectures, week-end workshops and theatre visits.

Travel arrangements made if parents are overseas

For prospectus telephone: 0454 772156

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Headmistress: Miss J. Rutherford, M.A.

*An Independent Boarding and Day School
for Girls aged 5 — 18 years*

SCHOLARSHIPS

★ Four scholarships available for all girls between the ages of 10 and 12 years (one equal in value to a term's tuition and three of lesser value) together with

★ Four Sixth Form scholarships.

(all for entry September 1988)

Assessment and Interviews:
week commencing
November 23rd 1987.

For details please apply to:

The Secretary,
Hunmanby Hall School,
Hunmanby, Filey,
N. Yorkshire YO14 0JA

Tel: Scarborough (0723) 890666.



CHIGWELL SCHOOL

HMC (Founded 1629)



Boys 7-18. Sixth Form girls
Full / Weekly boarding / Day
Scholarships
Assisted Places

'O' and 'A' pass rate — 85 / 90%

Boarding and Tuition fees are
reduced by 10% for Armed Forces
and for Crown Servants overseas

Prospectus from:
The Headmaster
Chigwell School
Chigwell
Essex
01-500 1396 / 2570

School in rural surroundings on the Central Line and close to M11 and M25

OAKWOOD SCHOOL

CHICHESTER, SUSSEX

I.A.P.S. Boys' Preparatory School 7-13 years Boarders and Day boys and some Daygirls 7-11. Pupils prepared for Scholarships and Common Entrance to Public Schools and others. Also Pre-Prep. Department for boys and girls 3-7 years. For further details and a prospectus, write to the Secretary, Oakwood School Chichester, West Sussex PO18 9AN or telephone Bosham 575209

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White Only

ADULT SWEATSHIRTS £7.50*

Pink, Red, Yellow or Grey — Sizes: Small, Medium, Large and XLarge ★ White — Sizes: Small, Medium and XLarge

ALSO AVAILABLE CHILDREN'S SWEATSHIRTS £5.00*

Yellow or Pink — Sizes: 22, 24, 26, 28, 30 and 32" ★ Red — Sizes 22, 24, 26, 30 and 32"

*Prices include U.K. postage, for overseas (including Republic of Ireland) please add 10%. Payment by International Money order in £Sterling please
Supplies from: Business Manager, NAVY NEWS, HMS Nelson, Portsmouth PO1 3HH. Cheques and postal orders to accompany orders, to be made payable to NAVY NEWS

IMPORTANT — PLEASE STATE SIZES REQUIRED Please allow 28 days for delivery



ROYAL HOSPITAL SCHOOL Holbrook, Near Ipswich

Boarding school for 700 boys, aged 11-19, who must be sons or grandsons of seafarers. Owned and governed by Greenwich Hospital, the School is situated in beautiful countryside overlooking the Stour Estuary.

Full academic curriculum (GCSE and A-level), 65 teachers, large sixth form. Many boys go on to University and other forms of higher education, as well as the Armed Services at all levels. Facilities are excellent: chapel, choir, band, swimming pool, gymnasium, tennis and squash courts, over 50 acres of playing fields, and a fleet of boats for sailing in the estuary or local reservoir. Strong CCF.

Fees are subsidised by Greenwich Hospital; current maximum is £1017 term. Fees of parents not entitled to Services Boarding School Allowance are assessed on basis of ability to pay.

Entrance examination in January (for entry in following September) for boys aged 11+, 12+, or 13+ but under 14. Most boys enter at 11+. Applications for boys who will be between 11-13+ in September 1988 are invited now.

Special escorted coaches are arranged to transport boys from Portsmouth, Plymouth and other areas at the beginning and ending of term, and at half-term. There is an escort on a special train for boys going to and returning from London.

For prospectus and further information, please apply to the Director of Greenwich Hospital, 13 Devonshire Square, Bishopsgate, London EC2M 4TQ. Telephone No. 01-247 2785/5774.

HAMPSHIRE EDUCATION AUTHORITY

This Authority has Four Boarding Houses attached to schools in Winchester where a full range of courses are provided to all levels including (At Peter Symonds) University Entrance

SARUM HOUSE

for 30 boys, situated in its own grounds close to Kings School
(co-educational, 1700 pupils aged 11-16)

ROTHERLY

for 49 girls, situated in its own grounds close to Westgate School
(co-educational, 750 pupils aged 11-16)

SCHOOL HOUSE

for 20 young Men and 15 young Women, situated in the grounds of Peter Symonds College

WYKE LODGE

for 29 young Women, situated in its own grounds close to Peter Symonds College

PETER SYMONDS COLLEGE

is a Sixth form co-educational open access college, 1000 pupils aged 16-19 years. A specialist Music Course is also available. Students are considered for transfer from Kings and Westgate Schools

FEES

at these establishments are currently £2,970 p.a. (£990 per term). Extras are charged by the Boarding Houses. Tuition is provided by the Maintained Establishment

VACANCIES

ARE AVAILABLE FOR SEPTEMBER 1987

Further details may be obtained by writing to the Establishments direct or telephone:

Hampshire Education Authority
0962 (Winchester) 841841, ext. 456

New angle on life for brave Bonnie

Bonnie faces the world in her new Talla Prone Board and Standing Frame, with loving support from sister Joanne and father Robert.

FOUR year-old Bonnie Fisher can see the world from a new angle, thanks to a new Standing Frame which enables her to hold her head up high.

Bonnie suffers from cerebral palsy and is severely handicapped by the weakness of her muscles. Her father Robert is an ex-Royal Marine, now unemployed, and living with his wife Pauline and two daughters in Birmingham.

Bonnie attends a special school and it was here that she first experimented with a Standing Frame. Robert was very impressed by the results, and he determined to try and buy one that she could

use all the time.

He applied to the Grants Committee of the RNBT in Portsmouth and was delighted by the response. The committee immediately decided to provide the £214 needed to buy the frame and the special chair which is used in conjunction with it.

So now Bonnie can hold her head up and use her arms, and it is hoped that the frame will begin to strengthen her muscles and help her fight off the chest infections which have been brought on by bad posture.

ANNUAL GENERAL MEETING

THE RNBT's Annual General Meeting will be held on November 6 at the Baltic Exchange, St. Mary's Axe, London, in the Queen's Room, commencing at 3pm.

Admiral Sir Peter Herbert, the Chairman of the Soldiers' Sailors' and Airmen's Families Association, has kindly accepted an invitation to be the guest speaker at the meeting.

It is an open meeting. If you would like to attend please get in touch with the RNBT Head Office.



With grateful thanks

ALTHOUGH quite a number of people applying to the Royal Naval Benevolent Trust promise to make a donation or refund a grant when circumstances improve, it is seldom implemented.

So everyone connected with the Trust was delighted to receive a cheque for £400 from Mrs Phyllis Newman, a widow who had applied to the RNBT earlier in the year for funds to help her meet her husband's funeral expenses.

Raymond Newman had joined the Navy as a Boy in 1923, and finally retired with a pension in 1948. When he died and Phyllis applied for a grant, she made it clear that she was selling her West Country bungalow and intended to buy a smaller property.

When the sale finally went through Phyllis was able to make a donation to the RNBT, and with her cheque sent this message:

"I have this morning at last got my money from the sale of the bungalow and I know where I stand, and my first job is to put some of it back to those who so kindly helped me in my hour of need. Both of my sons and I will always be grateful and I hope and pray that you will be able to help someone else who finds themselves in my position."

65 YEARS OLD — AND GOING STRONG

IN 1922, a young boy, known now only as N.W.L. Armstrong lost a leg whilst serving in HMS Barham. The officers and ship's company subscribed £158-10s-7d for the purpose of apprenticing him to some suitable trade and the Portsmouth Local Committee of the RNBT arranged for him to be apprenticed as a bootmaker.

The administration of this special fund was one of the first responsibilities taken on by the RNBT in its foundation year. Celebrating its sixty-fifth birthday this year, the Trust can look back on countless examples like young Armstrong, who have benefited through the work of the organisation.

Granted a Charter of Incorporation in 1922, the Trust was set up by the Admiralty who wished to ensure that funds accumulated during the First World War would be properly applied. These funds were merged with those administered by the old Grand Fleet Fund, originally set up by Admiral Jellicoe in 1916, and the Trust was charged with the responsibility of devoting the money to proper benevolent causes.

Objectives

Opening the books with a balance sheet of £87,165-2s-3d in December 1922, the Trust has gone from strength to strength until now it shows assets of around £6,032,325.

The RNBT's objectives have not changed over the years. It is prepared to administer any special fund or minor trust for some definite specified object, provided it is within the framework of the Trust's own objectives, such as the Submarine Memorial Fund or the Trafalgar Day Orphan Fund.

It is the one central benevolent fund for Chief Petty Officers, Petty Officers, non-commissioned officers and men of the Royal Navy and their dependants. When formed it was decided that the name of the Grand Fleet Fund should be preserved, so the original title of the new organisation was The Royal Naval Benevolent Trust (Grand Fleet and Kindred

Funds), but over the years it has become more generally known as the RNBT.

Early tasks for the Trust included the administration of £196-12s-5d collected to help dependants of the 12 men who died when the Blue Sky, an Admiralty drifter went down with all hands in the Thames Estuary.

Another minor trust was the HMS Speedy disaster. The ship was sunk in September 1922 with the loss of nine ratings, and the RNBT took over the

£291-10d raised to help dependants.

The RNBT has had many storms to weather in its 65 years, but it has grown in size and stature and is now one of the foremost benevolent organisations in the UK. Expenditure is reaching all time records and with the growth of applications from the personnel and dependants of those who served in the Second World War still continuing to build up, records will continue to be broken.

Wherever you go

RNBT



is ready to
help you
or your
dependants in
financial need

Applications for assistance to:

THE GRANTS COMMITTEE
2a TIPNER ROAD, PORTSMOUTH PO2 8QR

General inquiries to Head Office:
HIGH STREET BROMPTON, GILLINGHAM
KENT ME7 5QZ

Kindly Derrick will be missed

DERRICK Gautrey, a faithful and long-serving member of the RNBT, has taken early retirement from his job as First Assistant to the Local Secretary.

The son of a petty officer, Derrick has lived in Portsmouth most of his life. He joined the Royal Navy when he was 17, and served as a Stores Assistant, before joining the RNBT in 1952 as Second Assistant to the Local Secretary. He was promoted to First Assistant in 1962.

Never a nine to five man, Derrick was most conscientious and worked beyond the normal working day. He contributed his share in the cause of benevolence with sympathy and understanding and each case was handled with speed and efficiency.

He hopes to be able to maintain his interests in music



and photography in his retirement, and enjoy family life with his wife, three daughters and two grandchildren. He has been a "silent servant" of the Naval community and will be missed by many.

FRIGATE PAYS HER RESPECTS IN FIRST VISIT TO THE CAPITAL



ABOVE: HMS London "pays her dues" to the Governor of the Tower of London. The traditional fee is a cask of wine. BELOW: For the first time, the new frigate negotiates the Thames Barrier for her debut in the capital. Pictures: LA(Phot) Mick Grant.

London rolls out the barrel

PAGEENTRY and hospitality combined to bring colour and warmth to the new HMS London's first visit to London.

The Royal Navy's latest Type 22 frigate took a break from her trials to continue the close relationship with the capital enjoyed by successive ships of the name.

Top of the list of the frigate's engagements during her five-day stay was maintenance of a now rarely-enacted tradition dating from the 14th Century.

Richard II decreed that all vessels moored in the Pool of London to the west of the Tower should deliver barrels of wine to the Governor as payment for their safety.

In keeping with that rule, the London's commanding officer, Capt. Robert Fisher — escorted by members of the ship's company and the Head Goaler of the Tower — marched to the building to pay the required dues in the form of a cask of wine.

St Bart's

Among the 1,500 visitors to the ship were the Lord Mayor of London and children of St Bartholomew's Hospital, the ship's main charity.

Teams from the frigate helped St Bart's to raise money for the hospital's Resuscitation Room Appeal by taking part in an "It's a Knockout" style competition with nurses outside the Tower Hotel. Passers-by were surprised to see sailors racing to make up a hospital bed, and nurses struggling to don divers' outfits.

Great Ormond Street Hospital for Sick Children also benefited by the London's visit when 3Q Mess raised £100 through a sponsored stop-smoking campaign.

Hospitality enjoyed by members of the ship's company included a games night at the social club of London Underground, which provided Tube-station names for the frigate's passageways.

Members of London Underground were also present at a guest dinner on board for representatives of the ship's affiliated organisations. Other such groups include the Company of Mercers and the Royal Regiment of Fusiliers.

Award for torpedo task

FOR his work in development of the new Stingray torpedo, Lieut.-Cdr. Neil Martin has been awarded the Sandison Trophy. It was presented to him on the bridge of HMS Brilliant by the Flag Officer Naval Air Command, Rear-Admiral Roger Dimmock.

Lieut.-Cdr. Martin, who has just completed a nine-month period in the Brilliant to gain his watchkeeping certificate, is now back at RN air station Culdroe as senior observer of 706 Naval Air Squadron.



STAR SIGN!

KATHY of BBC TV's "EastEnders" signs on in HMS London during the ship's visit to the capital.

Kathy (alias Gillian Taylforth) toured the ship

when she went on board to officially open the London's Seamen's Mess bar.

The rating getting ahead with the autographs is LSTD Taylor.

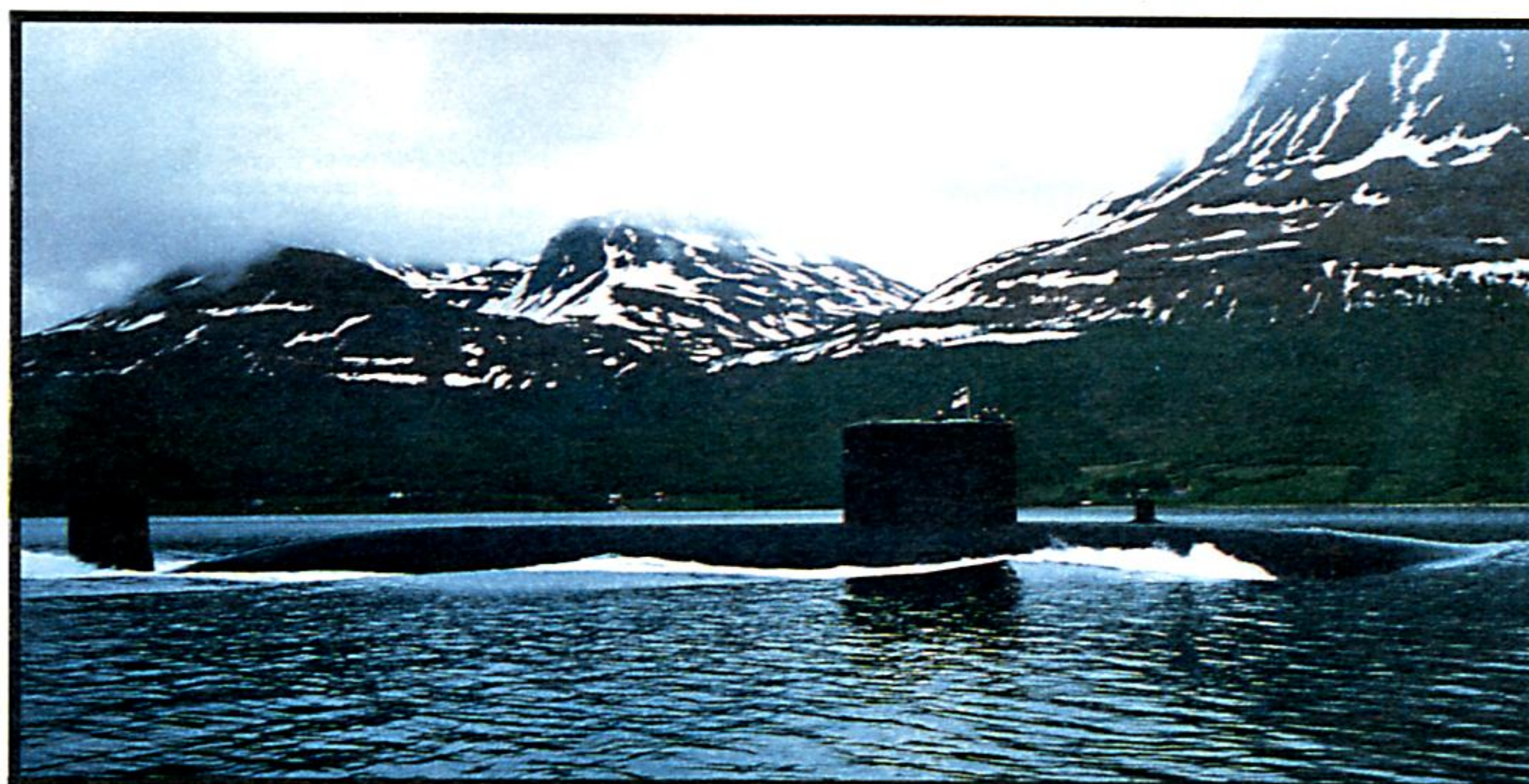
SUN DOES NOT SET ON SWIFTSURE

WITH the snow-laced mountains of Norway towering in the background, HM submarine Swiftsure passes through a fjord near Tromsø.

The nuclear-powered fleet submarine joined the conventional HMS Sealion for Exercise Vendetta off Norway.

Submarines from Norway, Germany, the Netherlands and France were also involved in the exercise which culminated with visits to ports in the Tromsø area — 200 miles inside the Arctic Circle.

At such latitudes, the sun does not set in mid-summer, and the brightness of the skies was matched by the hospitality extended to the submarine when she visited the Royal Norwegian Navy base at Ramfjordness.



Presentation team seeking new audiences

THE Royal Navy Presentation Team will be touring the country between September and December, the two teams being led this year by Capt. Paddy McKnight and Cdr. Richard Moore.

The aim is to reach new audiences as well as updating old friends. So requests for presentations to civic presentations — marked (C) in the list below — and suggestions for future presentations to groups such as club associations or industries are always welcome.

Correspondence should be sent to the Team Staff Officer, Capt. Cdr. Tim Henry, RN, Presentation Team, Room 23, St. Christopher House, 23, St. Christopher Street, London, SE1 0TD. Requests for invitations may be made by telephone on 01-921-2056.

The planned autumn presentations are as follows although some changes may have taken place since going to press:

CAPTAIN'S TOUR

September: 1, Northwood; 2, HMS Dryad; 4, RAFT (London); 8, Tunbridge Wells (C); 10, London (C); 14, Bank of England; 15, Reigate Redhill (C); 16, Margate (C); 17, BAe Dunsfold; 21, British Ropes, Doncaster; 22, Berwick-upon-Tweed (C); 23, Grangemouth and Fife; 24, BTL, Rosyth; 25, Blairgowrie; 29, Inverness (C); 30, Brora (C).

October: 2, Benbecula (C); 5, Fort William (C); 6, MOD, Glasgow; 7, Sarnia (C); 12, St. Helens (C); 13, Redditch (C); 14, Coventry and Lancaster Polytechnic; 20, DML, Devonport; 21, Camboorne Redruth (C); 22, Teignmouth; 23, Cromer (C); 27, RAF Cranwell; 29, Cambridge (C); 29, BAe Hatfield.

November: 2, BAe Bracknell; 3, Havant (C); 4, Ryde, Isle of Wight (C); 5, RNR Sussex; 10, Douglas, Isle of Man (C); 11, HM Prison, Kirkham; 12, Lancaster (C); 16, US Embassy, London; 17, Dudley (C); 18, Ross-on-Wye (C); 19, Malvern College; 23, MOD, DCW Bath; 24, Taunton (C); 25, Salisbury (C); 26, DML, London; 30, Haberdashers Company, London.

December: 1, Eastbourne (C); 2, Banbury (C); 3, Lloyds, London.

COMMANDER'S TOUR

September: 1, Hydrographer, Taunton (to be confirmed); 2, RNAS Culdrose; 4, RAFT (London); 8, Portsmouth Ex-WRNS; 10, MOD Audit Staff, Basingstoke; 14, Chancellor's School, Hatfield; 15, Harwich Conservation Association; 17, Fire Service College, Moreton-in-Marsh; 21, St. John's College, Portsmouth; 22, Lymington Yacht Club (tbc); 23, Wessex Institute of

Directors, Poole (tbc); 24, Guernsey Institute of Directors; 28, North Cheshire Association of Wrens; 29, Chester SCC and RNA.

October: 1, Raddcliffe and District Probud, Nottingham; 5, RNS Haslemere; 6, Cuckfield and Lindfield Rotary; 7, Taunton and Bridgwater Institute of Bankers; 8, HMS Royal Arthur (tbc); 12, TSB College, Solihull; 13, Birmingham Institute of Bankers; 14, London Master Mariners; 26, GCHQ Cheltenham (tbc); 27, Weymouth and Royal Dorset Yacht Club; 28, Bristol University; 29, BAe Bristol.

November: 2, Claygate Men's Fellowship (Essex); 3, Havering East Rotary Club (Brentwood); 4, Great Yarmouth Institute of Bankers; 9, Stewart Wrightson Ltd., Kingston; 10, Ruston Gas Turbines, Lincoln; 11, Louth (C); 12, SSAFA Wakefield and Leeds (tbc); 13, Darlington Rotary Club; 16, MSA Coastbridge; 17, Robert Gordons Institute of Technicians, Aberdeen; 18, Britoli, Aberdeen; 19, Kinross and District Probud; 23, Tamworth Rotary Club; 24, STC Defence Systems, Paignton; 25, RNEC Manadon; 26, Exeter University; 30, British Airways, Heathrow (tbc).

December: 1, Solihull Junior Chamber of Commerce; 2, Coloroll Ceramics Limited, Stoke; 3, Preston Institute of Bankers (tbc).

LIAISON TEAM ON TOUR

THE programme for the Second Sea Lord's Personnel Liaison Team's Autumn tour is as follows:

September: 15, HMS Sherwood (Nottingham); 16, RN personnel, RAF Linton-on-Ouse; 17, HMS Forest Moor; 18, HMS Sheffield/Coventry at New-castle; 23 and 24, HMS Cochran (to include MWV/ships refitting/GIO Edinburgh/submarines and ships visiting); 25, RM Condor/RN personnel, RAF Edzell; 30, HMS Neptune.

October: 1, HMS Neptune; 2, HMS Graham/Attacker at Glasgow; 13, HMS Gannet; 14, Ships building at Barrow; 15, HMS Inskip; 16, CIO Manchester; 20, RCHQ London; 22 and 23, HMS Warrior; 27, RN personnel, Farnborough; 28, RN personnel, RAF Wyton/RAF Brampton; 29, RCHQ Birmingham.

November: 3, HMS St Vincent; 4, COMCEN Whitehall; 5, Moscow Camp, Northern Ireland; 9-13, Falkland Islands.

SECLUDED COUNTRY MANSION HOUSES

Right: Ditton Park in Berkshire — as the radio wave receiver dishes suggest, there is more to this 19th Century mansion than memories of a bygone age of elegance.

Pictures:
PO(Phot)
Danny du Feu

Centre right: David Ruck, head of the Magnetic Section, works on the new magnetic anomaly detection equipment (known as BIRDS) — a possible replacement for the familiar yellow, black and red version on the right of the picture.

Far right: The naval connection. Lieut.-Cdr. Bill Hurst and Lieut.-Cdr. Tony Jones check out the new navigational plotting table, already fitted to much of the Fleet.



Their work is

UNLIKE most people who might have the odd decorative gnome or ornamental fish pond on their front lawn John Preston and his team at Ditton Park have two huge radio wave receiver dishes, suggesting there's more to this impressive 19th Century mansion house than meets the eye.

Tucked away at the end of a narrow lane deep in the Berkshire countryside, Ditton Park is an anachronism, where ancient history meets the modern — head-on.

Looking like a picturesque mini Windsor Castle complete with its own moat, ducks and battlements, the Park would be welcome on any American tour guide's itinerary.

Cloistered

The site is at least 900 years old, confirmed by its mention in the Domesday Book of 1086, but today the country seat of "Sired, a man of Earl Harold" is home to the Admiralty Compass Observatory.

The work of this little-known establishment is even more cloistered than its location.

In fact, because of the nature of its work, the only people "in the know" are the privileged members of staff who transform its wood-panelled corridors and galleries into an Admiralty Research Establishment nerve centre.

Over 200 people are employed on the 160-acre site — mostly within the 14 acres inside the moat.

At first ARE Slough seems forbidding, but a sense of humour bubbles quietly under the surface, a handy prop when you're on Day One of a project which could take 15 years to complete.

Clean

This year the establishment celebrates 150 years since the Admiralty Compass Committee was appointed to investigate the problem of the mounting of compasses in ships containing ever-increasing amounts of ferrous material.

In 1842 the Department was founded with its HQ at Charlton near Woolwich, with Capt. E. J. Johnson at the helm. By 1870, when the Department moved to Deptford Yard, it was

a branch of the Hydrographic Department.

The Controller of the Navy was not to take over until 1917 when the branch was forced by the trams interfering with its work to move into the more magnetically clean countryside near Slough. The Admiralty Compass Observatory was born.

Research and development at Deptford had produced many improvements to magnetic compasses and how they were fitted in ships. But it was the requirement for compasses in submarines which stimulated the development of the gyro compass.

By the First World War British submarines had been fitted with Sperry gyro compasses, based on the work done for the US Navy by Elmer A. Sperry. And it was during that war that the Admiralty started looking for a new home for the observatory.

In 1917 the Admiralty bought the house and land enclosed by the moat for £20,000 from Lord Montagu. Two years later the

remainder of the Park was bought for a further £24,000.

Among the first major achievements at Slough was the remote transmission of compass data, used for gunnery stabilisation.

During the Second World War the staff was increased to 1,000, many of them working night and day shifts for six days a week to manufacture, repair and calibrate compasses of all types for the three services.

Expansion

In 1961 the first experimental SINS (Ships Inertial Navigation System) underwent sea trials in the Experimental Trials vessel Steady, a converted minelayer based at Portsmouth. The following year a fully engineered prototype was installed in HMS Dreadnought, Britain's first nuclear-powered submarine.

The scope of the work continued to expand and new projects included MAD (Magnetic Anomaly Detector), fitted in the RAF's anti-submarine patrol aircraft and soon to equip

RN Lynx and Sea King ASW helicopters.

Another project to start at Slough was integrated navigation, where all navigational data from the various sensors is fed into a central computer which analyses the information and provides a positional fix with the highest accuracy.

SNAPS (Ships Navigation Processing System) is now being installed in the Fleet. About 50 are already in situ and around another 30 are on the way.

The ARE Navigation Division at Slough is responsible for carrying out research and providing technical support to the development of all navigational equipment for the Royal Navy — except radar.

There are six working groups: Gyro Systems, Radio Navigation, Integrated Navigation, Navigation Physics, Engineering Services and Administration.

Also on site is the Naval Stores Officer, holding stocks of in-service navigation equipment for the Navy and some magnetic items for the RAF, and a four-

KEEPING SCIENTISTS ON THEIR METTLE

A ROW of allotments, worked by the scientists in their leisure time, a greenhouse to grow the border plants and a pretty Hansel and Gretel wood at the rear of the site complete Ditton Park's idyllic setting.

But among the trees and golden daffodils there are one or two buildings not immediately visible to the untrained eye.

These are special non-magnetic labs, well away from any ferrous material which would interfere with the testing of the compasses and other navigational equipment.

Built of plastic and wood, these labs house equipment so sensitive to iron they can detect the farmer with his plough in the field on the other side of the moat, and even trains six miles away.

In the days before these purpose-built labs came on the scene all the sensitive non-magnetic work was carried out in huts, sheds and even tents in the woods. The scientists were so proud of their new labs they personally supervised the building, insisting there

was not an ounce of iron in sight.

When the scientists rejected one wooden beam because it contained metal the workmen refused to take them seriously — until they split it open and found a tiny staple inside.

There is another delightful story about one young lady working in the labs who was sent home to change because her wired bra was interfering with the test equipment.

If you're short-sighted you could be in real trouble — since steel-rimmed glasses are simply not allowed. So you have to keep two pairs — one for home and another for work, with plastic frames.

One anecdote is sure to get them all chortling down at Ditton Park.

Apparently it is common for certain "interested" airlines to travel out of their way to take a look at the place from time to time.

One one occasion an aircraft circled twice to take a look at the strange contraption on the roof of the manor house. With its four webbed feet it could easily have been some new secret weapon.

Wrong: It was part of the new, and very innocent, heating system.

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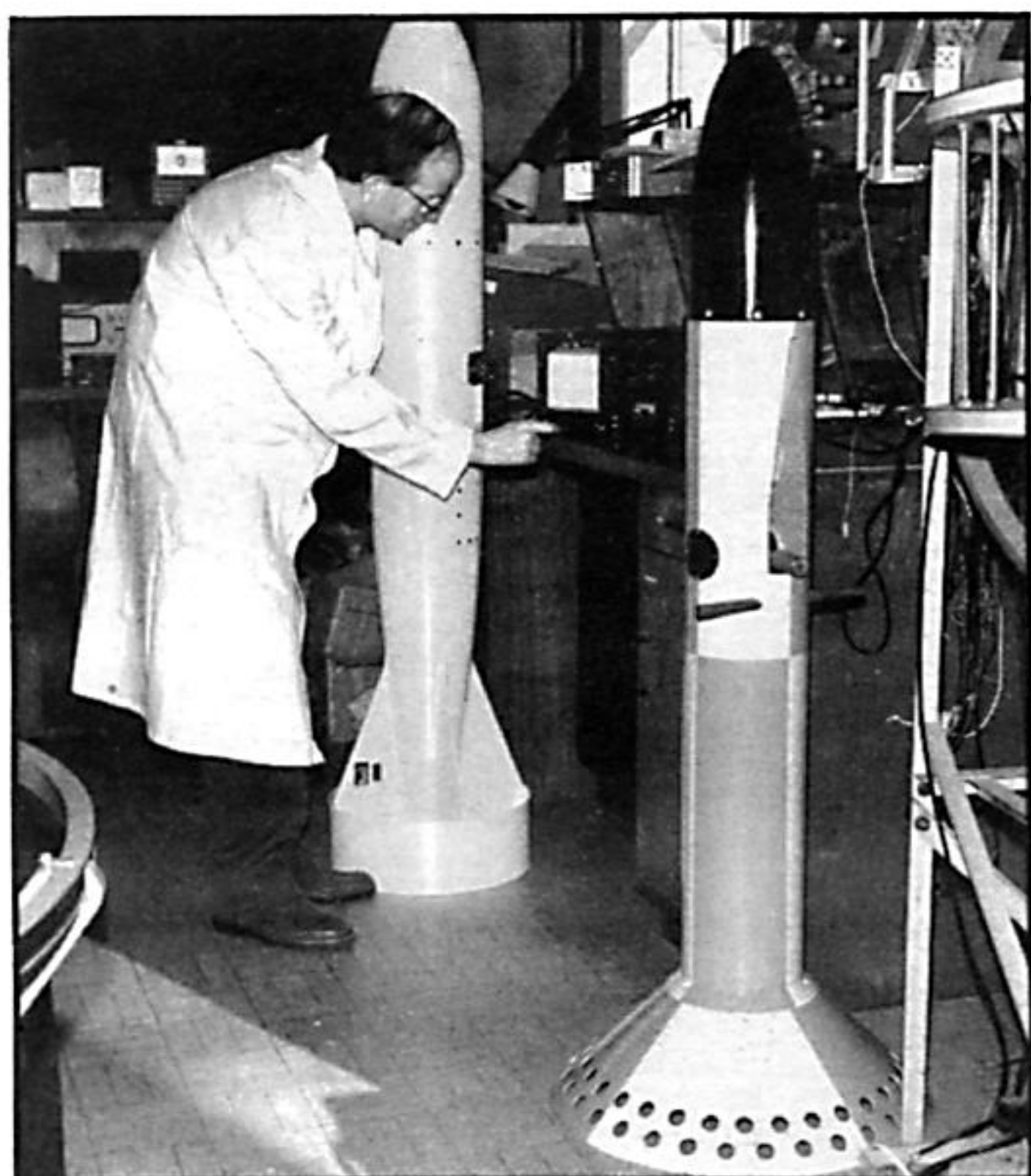
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NN/9/87

TEAM AT THE FOREFRONT OF NAVIGATIONAL TECHNOLOGY



Attractions of the job

DITTON PARK is a tranquil place. You don't get the feeling some Eureka discovery is about to happen. In fact it's more likely for research tests to be set up and left for months before reaching conclusions.

But one area of the site which is a hive of activity is the Magnetic Testing Building — the only registered compass test establishment in the UK.

New compasses arrive for a check-up before they go to sea for the first time and older ones are given the once-over after repair or when they are modified.

Roll and pitch

They flood in at the rate of 2,000 a year from the Navy, Army, RAF, Merchant Navy, commercial shipping and even oil exploration companies.

Ten test stands check magnetic heading accuracy, friction, bearing error and that they are clean. The staff also monitor how compasses react to the roll and pitch and vibration of the ship.

They also take a keen interest in magnetic weather. If it is too rough they have to down-tools and wait for the storm to pass, as it throws all their calculations off course.

Luckily, bad magnetic storms are few and far between. They happen only about every 11 years — and the next is not due until 1990.

all-encompassing

man RN team, which liaises between the scientists and the Service.

Lieut.-Cdr. Bill Hurst brings his navigational expertise to the team and Lieut.-Cdr. Tony Jones his background in weapon engineering. Lieut. Richard Spalding is responsible for radio navigational aids and CPO Martyn Shakespeare gives technical support to the three officers and handles the ship defect reports.

Workable

Says Lieut.-Cdr. Jones, "We have to make sure all the equipment is workable in the Navy."

One project the team is currently working on is SIPS (Survey Information Processing System) which will eventually be fitted into the coastal survey vessels Fox, Fawn, Bulldog and Beagle.

At the moment only the new survey ship Roebuck has been

given the system but the other installations will begin in mid-1988.

SIPS will improve the speed and efficiency of survey of the ocean bed, making the life of the Hydrographer Department in Taunton, which translates all the figures provided by the ships into charts, a little easier.

Work continues on gas bearing gyros, now fitted to all nuclear submarines and some major ships, and is well under way on their replacement — the ring laser gyro.

Testing had already begun on experimental ring laser gyros, whose main advantage is that they take up only a fraction of the space occupied by the gas bearing gyro. And they will be cheaper to produce. The Fleet is likely to see the new breed of gyro in the early 1990s.

A lot of effort is going into naval application of the Global Positioning System (GPS), and satellites 12,000 miles away will soon be guiding our ships better than ever before.

Another system the naval

team is likely to take under its wing some time in the future is the new Depth Analysis System, being developed in its very early stages.

This would enable a submarine to get a print-out of the sea bed, so it could "see" its way along rather than using the "feel" method it practises with sonar at the moment.

Two new "babies" being conceived at the moment are the experimental nuclear magnetic resonance gyro and the radio sextant.

Quest

The NMRG is the pet project of Dr. Patrick Franks, head of Nuclear Magnetism at Slough, who has embarked on a quest which could last ten years or more, or even be abandoned if it is not technically possible.

Radio sextants are where the huge dishes on the lawn come in. ARE Slough Professor in Charge John Preston talks en-

thusiastically about the infant project, now two years old.

"We are conducting advanced research into radio signals from the sun and stars. The radio sextant will use these signals instead of the traditional system

of taking visual sightings," Dr. Preston explained.

At the moment the dishes are too big to be installed on ships — but just around the corner they'll find the technology to sort that out as well.



"SSAFA give Service families an anchor to hold on to. They get my support..." says Richard Baker, ex-RN.

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Development scientists Nick Tebbit and Mark Wilkes test the new ring laser gyros, expected to be operational by the early 1990s.

NOTICEBOARD

POINTS

The following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at August 1, 1987.

Intermediate (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during July.

PO(EW)/RS(W) — Int (20.6.86), Nil; **LS(EW)/LR(W)** — Dry, Nil; **PO(M)** — Int (19.6.87), 4; **LS(M)** — 133, 6; **PO(R)** — 149, 3; **LS(R)** — Dry, Nil; **PO(S)** — Dry, Nil; **LS(S)** — Int (20.6.86), 3; **PO(D)** — Dry, Nil; **LS(D)** — Int (20.6.86), 3; **PO(MW)** — Dry, Nil; **LS(MW)** — 99, 1.

PO(SR) — Dry, Nil; **LS(SR)** — Dry, Nil; **PO(SEA)** — Int (27.3.87), Nil; **POPT** — 537, Nil; **RPO** — 396, Nil; **RS** — 213, Nil; **LR(G)** — Int (17.6.86), 7; **CY** — 143, 2; **LR(T)** — 94, Nil; **PO(SM)** — Dry, 1; **LS(SM)** — Int (27.11.86), 7; **PO(TS)** — Dry, Nil; **LS(TS)** — Dry, Nil; **RS(SM)** — 241, 1; **LR(SM)** — Int (9.12.86), 1.

POMEM(M) — 84, 8; **LMEM(M)** — 72, 10; **POMEM(L)** — Int (18.12.85), 2; **LMEM(L)** — Int (15.9.85), 7; **POWEM(O)** — Int (6.5.86), Nil; **LMEM(O)** — 73, Nil; **POWEM(R)** — Int (5.5.87), 6; **LMEM(R)** — Int (23.11.86), 7; **POMEM(M)** — 280, 2; **LMEM(M)** — 155, 12; **POMEM(L)** — Int (21.11.85), 6; **POWEM(O)** — Int (1.1.86), 1; **LMEM(O)** — Dry, Nil; **POWEM(R)** — Int (28.1.87), Nil; **LMEM(R)** — Int (2.8.86), 1; **LR(W)** — Dry, Nil; **POA** — Int (22.7.85), 1; **LSA** — 117, 3; **POCA** — Dry, Nil; **LCK(CA)** — 253, 3; **POCK** — Int (17.6.86), Nil; **LCK(C)** — 224, 2; **POSTD** — 442, Nil; **LSTD** — Int (15.10.85), 2; **POMA** — 594, Nil; **LMA** — 359, 4.

POAEM(M) — Int (20.3.86), Nil; **LAEM(M)** — 423, Nil; **POAEM(WL)** — Int (24.7.86), Nil; **LAEM(WL)** — 403, 3; **POAEM(R)** — Dry, Nil; **LAEM(R)** — 148, Nil; **POA(AH)** — 143, Nil; **LA(AH)** — 336, 1; **POA(SE)** — 267, Nil; **LA(SE)** — Int (5.2.86), Nil; **POA(PHOT)** — 897, Nil; **POA(MET)** — 887, Nil; **LA(MET)** — Dry, Nil; **POACM** — 431, Nil; **POWREN CK** — 424, Nil; **LRWEN CK(C)** — 80, 1; **POWREN DHYG** — 305, Nil; **POWREN DSA** — 119, Nil; **LRWEN DSA** — 197, 1; **POWREN(RADAR)** — 604, Nil; **LRWEN (RADAR)** — 405, Nil; **POWREN REG** — 501, Nil; **POWREN RS** — 207, Nil; **LRWEN RO** — 187, Nil; **POWREN SA** — 92, Nil; **LRWEN SA** — 193, Nil; **POWREN STD** — 532, Nil; **LRWEN STD** — 389, Nil; **LRWEN TEL** — 540, 1; **POWREN ETS** — 551, Nil; **LRWEN ETS** — Int (2.10.85), 1; **POWREN WTR G** — 342, Nil; **LRWEN WTR G** — Int (21.10.86), 2; **POWREN WTR P** — 98, Nil; **LRWEN WTR S** — Dry, Nil; **POWREN AEM(M)** — Int (20.3.86), Nil; **LRWEN AEM(M)** — 529, Nil; **POWREN AEM(R)** — Dry, Nil; **LRWEN AEM(R)** — 136, Nil; **POWREN AEM(WL)** — Int (20.3.86), Nil; **LRWEN AEM(WL)** — 256, Nil; **POWREN PT** — 743, Nil; **POWREN WA** — Int (27.5.86), Nil; **LRWEN WA** — Int (23.7.86), 1; **POWREN MET** — 157, Nil; **LRWEN MET** — 291, Nil; **POWREN PHOT** — 250, 1; **LRWEN PHOT** — Dry, Nil; **POWREN** — Int (16.7.86), Nil; **POEN(G)** — 390, Nil; **LEN(G)** — Int (17.6.86), 1.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — 550, Nil; **POWREN MT** — 863, Nil; **LRWEN MT** — 669, Nil; **POWREN TEL** — 527, Nil.

PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in August:

OPERATIONS GROUP

To **CPO(OPS)(R)** — D. J. Tiplie (Nelson), A. Wrublewski (Cambridge),
To **CPO(OPS)(M)** — E. J. Veale (Juno),
To **CPO(SEA)** — B. C. Savage (Sheffield), A. Lavery (Challenger), R. W. Donkin (Calliope).

(COMMUNICATIONS GROUP) REG, PT and R

To **CRS** — L. G. Smith (Mercury), T. Jones (Osprey), G. Fallows (Mercury),
To **CCY** — B. R. Wilson (Charybdis), M. N. Burden (RAF Thatcham), D. G. Gilchrist (Mercury).

MARINE ENGINEERING

To **CME(L)** — R. C. Lewis (Brazen),
To **CME(M)** — R. D. Haynes (Ark Royal), N. D. Humphrey (Claverhouse), B. J. Bell (Juno).

SUPPLY AND SECRETARIAT

To **CPSA** — J. G. Conroy (Fearless),
To **CPOCA** — G. D. Bryant (Royal Arthur).

FLEET AIR ARM

To **CAEM(M)** — G. G. Kay (800 NAS), D. Callard (Seahawk), T. J. Seemark (BAOR).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in July for the following ratings to be promoted to acting charge chief artificer:

To **ACCMEA(M)** — T. D. R. H. Williams (Tamar), J. McCormack (Lindisfarne), J. P. H. Garrity (Tamar).

To **ACCMEA(ML)(SM)** — W. T. D. McHallum (Sultan).

To **ACCMEA(EL)(SM)** — M. J. Cousins (Sovereign).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in May:

CPOMEA — D. A. Coombs (Minerva), W. K. Evans (Ark Royal), M. D. Harper (Portsmouth NB), N. J. Shelvey (Defiance),
CPOMEA(H) — G. P. Abbott (Andromeda).

ACPOMEA — D. L. Blount (Turbulent), N. E. Brown (Onslaught), M. Clark (FOST), D. A. Donnelly (Sultan), N. Murray (Neptune SM10), R. J. Shanks (Revenge Port), R. R. Stephens (Fit Eng Portsmouth), L. G. Thomas (Warspite).

CPOAEA(R) — P. Edney (815 Flt 241), C. W. Haycock (Heron), A. J. Hobden (815 Flt 223), M. A. Jukes (824 NAS), D. N. Smith (829 Flt 203).

CPOAEA(M) — P. J. Edwards (Daedalus), B. H. Evans (801 NAS).

ACPOAEA(R) — D. Pett (Seahawk),
ACPOAEA(M) — J. Aston (Heron), S. J. Lytton (Royal Arthur).

CPOAEA(L) — A. C. G. Outten (Seahawk).

ACPOAEA(L) — A. J. Fordham (815 Flt 241).

CPOAEA(WL) — J. E. March (707 NAS), S. J. Penney (Osprey), G. E. Tomlin (Seahawk).

ACPOAEA(WL) — R. A. Graham (Royal Arthur).

CPOWEA — A. J. Ackew (Neptune), B. J. Garman (Ariadne), I. Johnson (Warspite), J. P. Kavanagh (Collingwood), S. K. Martin (Beaver), M. McClarty (Warspite), P. Murphy (Fit Eng Portsmouth), R. W. Newport (Portsmouth NB), C. D. Sharp (Defiance), K.

H. Stubbs (York), P. M. Thomas (Cochrane), I. M. Thurston (Apollo).

ACPOWEA — D. A. Brookes (Collingwood), C. W. Cole (Tireless).

FIRST CLASS TECHNICIAN

HMS Centurion has been notified of the following promotions to first class technicians which were made by commanding officers in May:

CT1 — T. Milner (Boxer).

SD OFFICERS

RATINGS selected for promotion to commissioned rank have been notified as follows:

To **Acting Sub-Lieutenant SD(E)** (MESM): LACCMEA(ML) S. V. Baker, CPOMEA(ML) H. A. Barrs, CPOMEA(ML) P. J. Gallagher, LACCMEA(ML) K. M. Munro, LACCMEA(EL) M. N. Robertson, and CPOMEA(ML) A. W. Watson.

Two candidates qualified professionally but were not selected on this occasion. Ten further candidates were unsuccessful in the examination.

APPOINTMENTS

APPOINTMENTS recently announced include:

Capt. S. N. G. Sloat, Duty with Commodore AIB as Board President, November 23.

Lieut.-Cdr. S. V. Bridges, Guernsey October 27 and in command.

Lieut. C. F. Douglas, Nurtun January 5 in command.

PHOTO POSTCARDS

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Only postcards of ships listed here are available.

Abdiel (1968, 1980), Acheron, Achilles, Active (1978, 1987), Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (1956, 1971), Alderney, Amazon (1975, 1985), Ambuscade, Andrew, Andromeda (1971, 1981), Anglesey, Antelope, Antrim, Apollo (fast minelayer), Apollo (frigate 1972, 1975, 1985), Ardent, Arethusa (1970, 1977), Argonaut (1972, 1980), Ariadne (1973, 1985), Ark Royal (strike carrier 1956, 1970), Ark Royal (1986), Armada, Arrow, Atherton, Ashanti (1972, 1975), Aurora, Aurora (1971, 1985), Avenger.

Bacchante, Barrosa, Battaxe, Beagle, Beaver, Belfast, Bermuda, Berry Head, Benwick (1962, 1983), Bideford, Birmingham (1977, 1982), Blackpool, Blackwood, Blake (1961, 1969), Blue Rover, Boxer, Brave Borderer, Brave, Brazen, Brecon, Brighton (1967, 1972), Brilliant, Bristol (1973, 1986), Britannia (1958, 1974), Broadsword (destroyer 1962), Broadsword (frigate 1979), Brocklesby, Bronington, Buldog, Bulwark (1955, 1979).

Cachalot, Cambrian, Camperdown, Caprice, Cardiff, Carron (destroyer 1960),

Carron (minesweeper 1985), Carysfort, Cattistock, Cavalier, Centaur, Challenger, Charybdis (1971, 1983), Chevron, Chichester (pre-mod, mod), Churchill, Cleopatra (1970, 1977), Conqueror, Cornua (pre-mod, mod), Countess, Courageous (1973, 1987), Coventry, Cumberland, Cygnat.

Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964, 1974), Diamond, Diana, Dido (1965, 1979), Diomedea, Dreadnought, Duchess, Dumbarton Castle, Dundas.

Eagle (1956, 1965), Eastbourne, Echo, Edinburgh, Egeria, Endurance (1969, 1977), Engadine, Eskimo, Eurymachus (1976, 1986), Excalibur, Exeter, Explorer, Exmouth.

Falkland Islands Patrol Vessels (HM Ships Sentinel, Guardian, Protector on one card), Falmouth, Fawn, Fearless (1967, 1982), File (1967, 1982), Fin whale, First Fast Training Boat Squadron — Cutlass, Sabre, Scimitar on one postcard, Fort Austin, Fort Grange, Forth.

Galatea (1968, 1984), Gambia, Girdleness, Glamorgan (1967, 1981), Glasgow (cruiser 1956), Glasgow (destroyer 1980), Gloucester, Gold Rover, Grafton, Grenville, Guernsey, Gurkha (1963, 1982), Hampshire (1963, 1974), Hardy, Hartland Point, Hecate (1967, 1976), Hecia, Herald, Hermes (1960, 1973, 1981), Hermione (1970, 1984), Hong Kong Squadron Patrol Craft — Wolverton, Beauchampton, Wasparton, Yarmton, Monkton on one postcard, Hubertson, Hydra.

Illustrious, Intrepid (1968, 1979) Invincible, Jaguar, Jersey, Juno (1970, 1986), Jupiter (1969, 1979), Jutland.

Kent (1964, 1975), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod, mod), Ledbury, Leeds Castle, Leopard (1961, 1968), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool (cruiser), Liverpool (destroyer), Llandaff, Loch Fada, Loch Kilisport, Loch Lomond, Loftoten, London (1984, 1980, 1987), Londonderry (1968, 1980), Lowestoft (1964, 1982), Lyness, Lyrix (1957, 1965).

Maidstone, Manchester, Manxman, Matapan, Maxton, Mermaid, Middleton, Minerva (1968, 1979), Mohawk, Mounts Bay, Murray.

Naiad, Newcastle (cruiser), Newcastle (destroyer), Newfoundland, Norfolk, Nottingham, Nubian.

Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus (early and 1984), Olwen, Onslaught, Onyx, Opussum, Opportune, Oracle, Orkney, Orpheus, Osiris, Otter, Otus (early and 1975).

Palliser, Peacock, Penelope (1971, 1982), Peterel, Phoebe (pre-mod, mod), Plymouth (1963, 1982), Pollington, Porpoise (1959, 1979), Protector, Puma.

Raleigh Inshore Squadron (Manly, Mentor, Milbrook on one postcard), Rapid, Reclaim (1968, 1974), Redpole, Relentless, Reliant, Renown, Repulse, Resolution (1969, 1985), Revenge, Reward, Rhyll, Roebuck (1966, 1987), Rorqual, Rothesay (1970, 1981), Russell.

St David, Salisbury (pre-mod, mod), Sandpiper, Scarborough, Scorpion, Scyllia (1962, 1984), Sealion (1962, 1984), Sheffield (destroyer), Shetland, Shoulton, Sidesham, Sir Geraint, Sirius (1968, 1978, 1983), Sir Lancelot, Sir Tristram, Soberton, Southampton, Sovereign, Spartan, Speedy, Spey, Splendid, Starling, Striker, Stromness, Stubbington, Superb, Swifsure.

Taciturn, Talent, Tartar (1964, 1974, 1982), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (1959, 1973), Token, Torbay, Torquay (1960, 1976), Trafalgar, Triumph, Trowbridge, Trump, Turbulent, Tyne.

Ulster, Undaunted, Undine, Ursa.

Valiant, Vanguard, Victorious, Vidal, Vigo, Virago.

Wakeful (frigate), Wakeful (submarine tender), Walrus (early and 1972), Warrior, Warspite (1969, 1982), Whitby, Wilton, Woolston.

Yarmouth, York.

Zest, Zulu (1966, 1982).

SWOP DRAFTS

RO1(G) Richards, 3Q Mess, HMS London. Will swop for any Rosyth 42 or Type 12.

AB(M) P. Shaw (Seacat airmen), Provost HQ, HMS Nelson, drafted HMS Arethusa, Plymouth-based, in Jan. Will swop for any Portsmouth draft.

LMEM(M) Billington, HMS Ark Royal, deploying next June. Will swop for any Portsmouth-based ship not deploying, or Portsmouth area shore base.

AB(S) Jones, HMS Invincible, drafted HMS Achilles, Dec. Will swop for any Devonport ship, deploying or not.

LCK(CA) C. B. Joy, 2Q Port Mess, HMS Southampton, drafted HMS Neptune, will swop for any Portsmouth shore base or ship.

WEM(O)1 Steel, HMS Wakeful, drafted Rosyth FEC, Nov. Will swop for any Faslane shore draft.

WRO1 Turner, HMS Warrior, NILU ext. 5641. Will swop for any Portsmouth area draft.

LSA Thompson, Stores Office, HMS Defence, drafted HMS Phoebe, deploying Jan. Will consider any Plymouth-based ship preferably not deploying.

CMEM (L) Potts, HMS Brilliant ext. 257, drafted HMS Sultan in Dec. Will swop for any Devonport shore establishment or ship. Will consider any shore base in any area.

POMEM(M) Woodcock, HMS Glasgow, refitting in Rosyth from Oct. Will swop for any Portsmouth gas ship, preferably Type 42.

AB(R) Salmon (ADAWS), HMS Glasgow, refitting in Rosyth from Oct. Will swop for any Portsmouth shore base, or Portsmouth-based ship not deploying.

POMEM(L) Kent, Electrical Training Group, Faraday Block, HMS Sultan, drafted HMS Sirius, Dec. Will swop for any Portsmouth ship.

LSA I. K. Taylor, HMS Illustrous, drafted HMS Cochrane, Nov. Will swop for any Portsmouth draft.

WRO1 S. Titmus, A Watch, Commcen Whitehall ext. 3011, drafted RNAS Culdrose. Will swop for Portsmouth or Gosport, but not Fort Southwick.

MEM(M)1 Flynn (SCALE B), 3K Mess, HMS Apollo, deploying Oct. Will swop for anything.

AB(M) A. Tyler, 4MA2 Mess, HMS Intrepid, drafted HMS Nelson (Excellent Accommodation Centre), Jan. Will swop for RNAS Portland or Yeovilton.

DEATHS

L. Kell, CPOMEA(P), Defiance SMMU, July 28.

N. Watson, DSM, Vice-President Hull SOCA, Aged 74.

R. H. Hale, Lieut. RNVR (retd), HMS Orestes and Truelove 1943-46. Member Algerian Assn.

E. J. Weeks, Ex-AB. Ships included HMS Sikh.

W. E. Briggs, Lieut.-Cdr. VRD, RNR, Aged 63.

R. Rogerson, Ex-PO. Served in LSE 53 in Far East, Aged 72.

O. Wood, DSM, Ex-CPO. Submarine. Served 1935-62. Aged 72.

W. A. Gilbert, Ex-RM. Ships included HM ships Eagle, Illustrous, Birmingham and Orion. Aged 67.

ROYAL NAVAL ASSOCIATION

The deaths are also reported of the following shipmates:

Eddie J. Watkins, Hereford City, July 6, aged 68.

A. F. Bunch, Whitstable, July 9.

J. Randall, Oldham, July 2, aged 56.

Bill Russell, vice-president Deeside, July 9, aged 66.

Alan King, ex-chairman, Lincoln, July 10, aged 61.

A. D. C. Ricketts, life-member, Portsmouth, July 15.

Albert Ironside, Lieut.-Cdr. RNR (retd), founder member Durham, aged 74.

Jim Cooper, ex-RM, Hema Bay, June 11.

Jack Waterhouse, Thurrock, July 11, aged 87.

PENFRIENDS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Angie (16), 5ft. 3in. Coventry, Kent (21), Nottingham.
Elaine (17), 5ft. 6in. Ammanford, Dyfed, Carol (21), 5ft. 10in. Southend-on-Sea, Essex.
Denise (22), 5ft. 6in. Bromley, Kent.
Sharon (18), Feltham, Mddx.
Judy (46), 5ft. 2in. Southampton.
Julie (28), 5ft. 9in. Leicester.
Paula (18), 5ft. 6in. Grangetown, Sunderland.
Susanne (19), 5ft. 2in. Bournemouth.

Donna (26), 5ft. 6in. High Wycombe, Bucks.
Nancy (42), 5ft. Pontardulais, W. Glam.
Sandra (29), 5ft. 8in. Stanley, Co. Durham.
Gail (31), 5ft. 7in. Wirral.
Marlene (33), 5ft. 7in. Plymouth, Devon.
Tracey (19), 5ft. 3in. Gateshead, Tyne & Wear.
Heather (29), 5ft. 1in. Flintwick, Beds.
Jane (20), 5ft. 10in. Weymouth, Dorset.
Allison (18), 5ft. 7in. Weymouth, Dorset.
Liz (20), 5ft. 7in. Weymouth, Dorset.

Lucy (16), 5ft. 5in. Barry, Glam.
Lindsey (22), Hull.
Kathryn (37), 5ft. 3in. Sheffield.
Debbie (20), 5ft. 6in. Ryton, Tyne & Wear.
Vicki (16), Huddersfield, Yorks.
Maureen (31), 5ft. 7in. Peterborough, Cambs.
Stephanie (18), 5ft. 7in. St. Helens, Merseyside.
Sue (24), 5ft. 3in. Walthamstow, London.
Patricia (27), 5ft. 6in. Swaffham, Norfolk.
Elizabeth (35), 5ft. 5in. Tunbridge Wells, Kent.

Patricia (20), 5ft. 2in. Ayr, Scotland.
Janice (34), 5ft. 8in. Edmonton, London.
Karon (29), 5ft. 5in. Derby.
Miss J. (28), 5ft. 4in. Castleford, W. Yorks.
Janine (18), Leeds, Yorks.
Sandra (25), 5ft. 10in. Felixstowe, Suffolk.
Janet (30), 5ft. 3in. Reading, Berks.
Bonnie (18), 5ft. 2in. Roehampton, London.
Molra (21), 5ft. 10in. Weston-super-Mare, Avon.
Susan (22), 5ft. 6in. Isle of Sheppey, Kent.

Kim (27), 5ft. Swansea, Glam.
Angie (23), Chorley, Lancs.
Cathy (18), 5ft. 4in. Blackburn, Lancs.
Kerri (16), 5ft. 7in. Bury St. Edmunds, Suffolk.
Mary (32), 5ft. 1in. Mansfield, Notts.
Tracy (16), 5ft. 4in. Hemel

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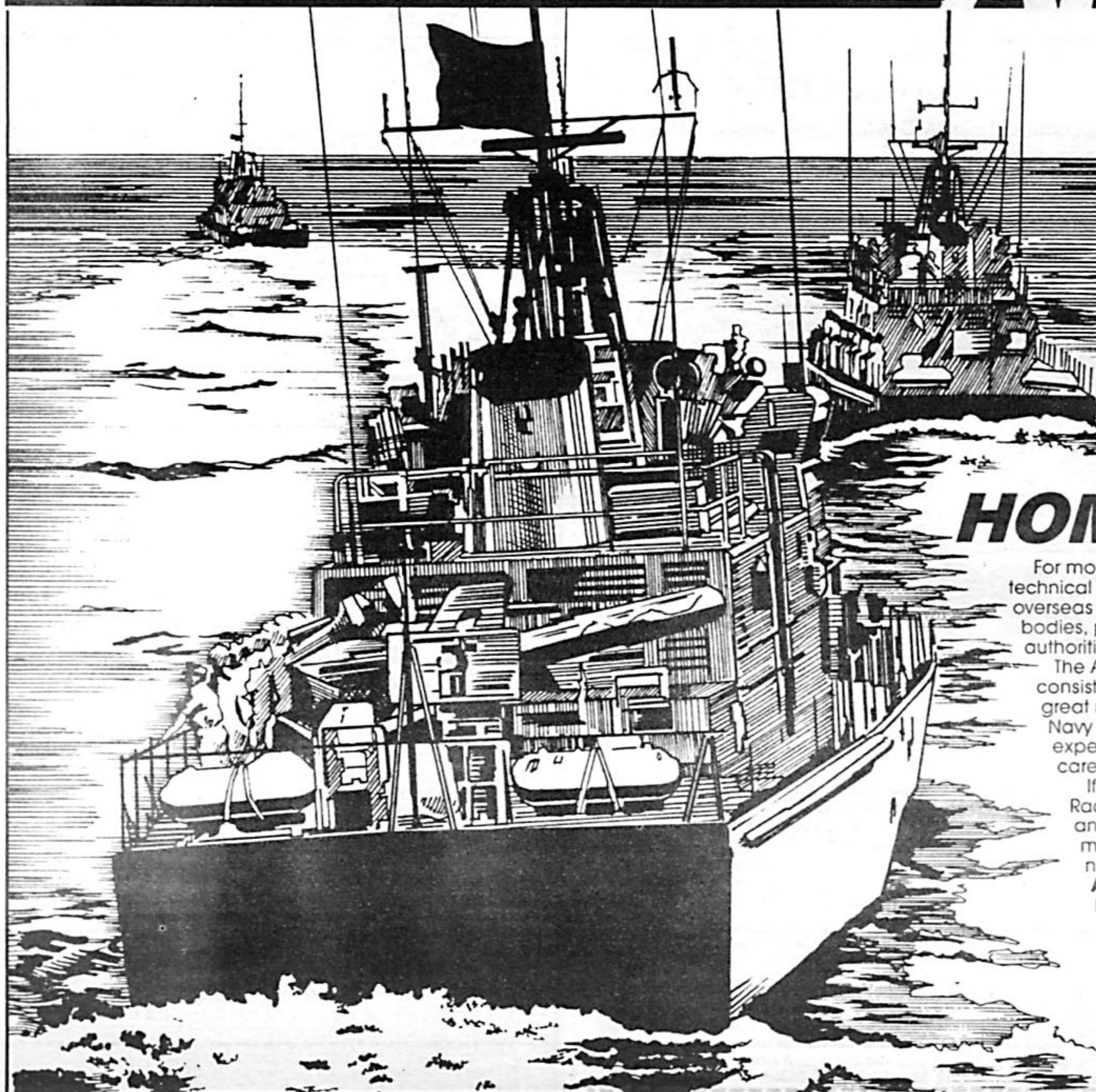
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SPORT

MARINES SHINE AT BISLEY

CPL. DAVID O'Connor (Training Reserve and Special Forces) was this year's winner of the Queen's Medal for the champion shot of the Royal Navy and Royal Marines, writes Brian Wits.

At the Services Skill-at-Arms meeting at Bisley, Cpl. O'Connor produced a new record aggregate score of 993 out of 1120, using the new SA 80 rifle with the optical sight. He then went on to win the National Rifle Association Service Rifle Championship, and was selected along with BSgt. John Pring (TRSF) to shoot for Great Britain in the National Service Rifle event.

The Royal Navy's Service Rifle champion was Lieut. Keith Ellett (Naval Air Command), who was one of only seven RN competitors to make the RN/RM top 30, showing the superiority of the RM's new weapon.

In his first year at Bisley, Sub-Lieut. "Henry" Cooper (Portsmouth Command) became the Royal Navy's top Tyro Service Rifle champion, and also the Tyro Target Rifle champion, winning the coveted NRA silver medal for the top score at 600 yds.

In the final of the pistol championship, the familiar figure of PO Phil Hobson (Portsmouth Command), was a clear winner by 66 points from POMA Gareth Hymas (Naval Air Command). Hobson set a new record score for this event.

LS(M) Alan Prior (Portsmouth Command) broke Hobson's domination in the submachine-gun championship, taking the title by two points. The Kendal trophy run concurrently with the SMG championship, was won by AEM Martin Cleverly (Naval Air Command). The Hutton Tankard for Service Rifle shooting was won by PO(M) Andrew Gash (Plymouth Command).

SHOOTING

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Teams

Air Command were successful in winning seven out of the 12 team events, including the inter-Command rifle and pistol events, and for the fourth year in succession they were clear winners of the Herbert Smith Challenge Trophy.

Portsmouth Command won the inter-Command SMG competition, the Chatham Cup (rifle team titles), and the Portsmouth Cup (team snaphooting). Plymouth took honours in the Simmonds Bowl (SMG team titles) and the Hutton Trophy (pistol team titles).

The Bounton Cup which is only open to Tyros under 25, was won by MEM David Orange (Portsmouth Command).

Lieut. Jerry Tuck (Portsmouth Command), who won the NRA Bronze medal in the pistol championship, went on to become the Royal Navy's Champion at Arms, being the most consistent shot in all four championship events.

The Royal Naval Reserve attended the meeting and com-

RNAC are up and away

AFTER eight years in division two of the Southern League, the Royal Navy Athletic Club have won promotion to division one, and have become champions of the second division in the process.

The club ensured promotion in a close victory against their closest rivals at the Feltham Arena. In the three-cornered contest between the RNAC, Kingston and Hounslow, the Navy lads began strongly, taking 19 out of the 20 points in the opening events. But it was Hounslow who held the lead for most of the afternoon and the final result hinged on the two relays and the late-finishing

ATHLETICS

discus. Excellent discus throwing by Sgt. Andy Mitchell and Mne. Garry Penhall earned victory in both the A and B events, and second places in both relays was enough to put the RNAC at the top of the score sheet.

It wasn't until after the Southall match that the RNAC knew they were unbeatable at the top of the division. Medway AC were keen to upset their plans, but in the end the RNAC produced 17 winning

performances to put the result of the match and the league beyond any doubt.

Sub-Lieut. Terry Price rested from his usual 400m hurdles to turn out in the high jump, 110m hurdles, 200m and the 4 x 400m relay — and was winner in them all. Mne. Gary Penhall won his discus and pole vault events, and LAEM Richard Heseldon confirmed his superiority in the 3000m steeplechase with an easy win.

At the end of the meeting Capt. Mike O'Reilly, the club president, produced two bottles of champagne to start the celebrations.



CPL. David O'Connor is carried shoulder high by his colleagues, after winning the Queen's Medal at this year's Services Skill-at-Arms meeting at Bisley.

peted in many events. RNR results: Duke of Westminster Inter-Unit Service Rifle Team: HMS Wessex. HQ and CTC Inter-Unit Service Rifle Pair: HMS Essex. Air Squadron Inter-Unit Target Rifle Team: HMS Sussex. The Elvedon Inter-Unit Pistol Team: HMS Camperdown. Thames Inter-Unit Sub Machine Gun Team: HMS Sussex. Harradon General Purpose Machine Gun Pair: HMS Graham (B). Champion at Arms Trophy: Lieut.-Cdr. Prowling. WRNR Champion at Arms: Chief Office M. Hocking. Tyro Champion at Arms Trophy: SEA Rickard.

Old Hands Target Rifle Match: Lieut. Powell.

INTER-SERVICE RESULTS

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Target Rifle Long Range X11: 1, RAF. 2, Army. 3, TA. 4, RM. 5, RN. 6, RNR.

Plans to improve Service standard

SERVICE hockey in Plymouth has been re-organised to attract players from all three Services and improve the standard of hockey in the area.

The United Services Plymouth Hockey Club has been formed with Cdr. Filewood as its new chairman, and is based at Mount Wise. All home fixtures will be played on grass at Mount Wise with the all-weather pitches at Brickfields as an alternative if the grass is unplayable. The team has been entered in the Sun Life League Div. 2 West, and a fixture list has already been mapped out for next season.

For further information contact Sharkey Ward on Plymouth 813800, or Sub-Lieut. Alan Porter on Plymouth 777456.

Anyone interested in taking part in trials for the overall United Services team, is requested to turn up at Burnaby Road, Portsmouth, on September 5, from 12.00 on. Players

HOCKEY

who will not be available for the trials, and who are not playing for the Navy on the same date, are asked to call the United Services Club on the afternoon of the 5th, to confirm their availability. Tel. 0705-822351 ext. 24528, or 0705-830125.

Portsmouth Command Under 21s need a manager/coach to train them for the Inter-Command tournament in October. Anyone who would like to take this on should contact Lieut.-Cdr. Alan Walker on 822351 ext. 24131.

An umpires course will be held at HMS Temeraire on September 15/16. Applications should be made to Lieut.-Cdr. Baker at HMS Centurion ext. 2384.

Minerva win the Cup

GOLF

THANKS to an excellent score of 48 points by AB(R) Paddy Graham in the afternoon round, HMS Minerva took this year's Navy Cup, held at Southwick Park, by one point from HMS Daedalus, writes Roger Knight.

Paddy Graham playing off 17, produced a very respectable 40 points in the morning, ably supported by the remainder of the team, Lieut. Steve Ryder, CPO Bernie Prowse and LWEM Ashley Southwell.

HMS Daedalus were the clear morning round leaders thanks to an excellent 44 points by CPO Ian Griffiths (handicap 10). HMS Nelson were in second place only one point behind, closely followed by HMS Minerva, HMS Warrior and HMS Exeter.

With the rain falling steadily some very good scores were returned, CY Nobby Stiles of HMS Exeter producing a gross 68 which gave him 43 points. None could match Graham's score, so HMS Minerva snatched the title, with HMS Warrior coming in third.

Graham won the individual prize, from CY Stiles. Prizes were kindly donated by Saccone and Speed Ltd., makers of Pusser's Rum.

NEWS IN BRIEF

CPO Pat Dunleavy (CTCRM) did extremely well in the British National Pentathlon Championships, finishing twenty-third. He was particularly pleased with results in his least favourite event, the riding, where he scored 1070 points and was placed third.

He scored 1136 points in swimming, his best event, but was brought down by his results in the fencing, shooting and running. However, this was a fine effort and Pat's best yet in the National Championships.

POWEA Thompson (HMS Warrior) has won a gold medal at the National Rowing Championships held at Holme Pierpoint near Nottingham.

Thompson who trains with the Tideway Scullers School in London, competed in a quadruple scull and to win the gold, had to beat the Great Britain national crew.

Struggling to get their hobby recognised by the Service as an official sport, clay shooters at RNAS Culdrose held an event which brought in an extremely high number of competitors.

The air station's annual 50 Bird Open Challenge Shield was well attended by 82 participating guns from as far afield as Wales and Breton in France.

Despite the poor weather a high standard of shooting was achieved with some well presented targets. Seven local clubs competed for the Club Trophy which was eventually won by Cornwall Gun Club with 238 points.

WO Chris Cheeseman (CINCLEET Portsmouth) scored a hole-in-one at a match between the Royal Navy Golf Association and the Royal Navy Women's Golf Association.

Chris's feat was achieved at the 195 yd. fifth hole at the Army Golf Club, Aldershot, during a foursomes match.

Wren RO Sarah Sharp has been presented with Joint Service Colours for tennis after playing in the joint-Service team against Somerset.

Capt. Geoffrey Jacques, Chief of Staff to Flag Officer Plymouth, presented colours to Sarah who works in the Intelligence Section.

Competition for the Royal Navy Squash Challenge Trophy will take place at HMS Drake on October 16, 17 and 18. Anyone who has not represented the Navy at senior inter-Service level is eligible to compete.

The Royal Navy Squash Championships will take place at Burnaby Road Squash Courts on December 3, 4, 5 and 6.

Entry fees for both competitions is £2 per event, £1 for RNSRA members, and applications should be sent to: Secretary RNSRA, RN Sports Office, HMS Temeraire, Flathouse Road, Portsmouth.

Lieut. Richard Franklin (HMS Sultan), is keen to organise a Royal Navy entry for the gruelling Three Peaks Race next year. He intends to transport the runners between the three peaks by sea, and hopes to charter a Modern Formula 40 catamaran for the race.

Any sailors or runners interested in joining the team should contact Lieut. Franklin on HMS Sultan ext. 2354.

At the Isle of Skye Highland Games, Lieut. Wallace (HMS Dryad) won the Hilleary Cup for the gruelling marathon hill race. The race involves running an unmarked course over rough terrain, including part of Portree Bay.

As well as the trophy, Wallace received a bottle of Famous Grouse whiskey from the games' sponsors.

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BATH OMITTED FROM NEW FIXTURE LIST

WITH happy memories of the 1986/87 season still warming the hearts of Navy rugby followers, the new season looms ahead with some changes in the traditional fixture list, writes **Jim Clark**.

Gone is the annual fixture against Bath, a victim, as with many other things, of a shrinking Navy and reduced manpower availability. This is a realistic cancellation, as the Navy can no longer match sides which feature ten internationals, and the sensible approach of the present RNRU management is supported by last season's result.

Although somewhat changed, the fixture list remains strong; four counties (Hants, October 21; Cornwall, December 9; Surrey, January 20; Dorset and Wilts, March 16), Cambridge (January 27), and Oxford (February 3) Universities, Combined London Old Boys (February 10), Civil Service (February 17) and Metropolitan Police (February 24), as well as the inter-

RUGBY

Service matches against the Army (March 5) and the RAF (March 26).

But rugby in the Navy is not just about the senior side, and the RNRU exists to support, administer and encourage rugby at all levels. In a new venture 1988 will see an Under 21 squad in action against four county sides, plus Plymouth Albion and both rival Services.

The Colts fixture list of seven matches plus inter-Service games will keep them busy and a variety of ship and establishment competitions are arranged to involve players across the whole spectrum of skill and interest.

Of course all this activity does not just happen, it takes much arranging and funding, and rugby players owe a great

deal to the "fixers", be they the team manager on a small ship or the RNRU representatives on the Rugby Football Union. Similarly, rugby in the Navy benefits from the continued sponsorship of Stewart Wrightson, the parent company of AFFAS, administrators of the Nuffield Trust.

Their increased involvement supports such expensive items as the insurance policy recently negotiated by the RNRU, which covers all players taking part in organised games anywhere in the world.

Sponsorship is becoming an increasing reality and necessity in RN rugby, and the success of the senior side has attracted potential sponsors for the RNRU Knockout Cup, which HMS Sultan, the current holders, hope to defend at the Rectory on December 2.

All in all the forthcoming season offers a feast of rugby for players and spectators. See you on the touchline.

Batting is Navy's downfall

AFTER a splendid season, the Royal Navy did not do themselves justice in the Inter-Services Festival when they were twice defeated comparatively easily writes **Derek Oakley**. A good spirit and example had been engendered by the new skipper Lieut. Charles Hobson (RNAS Yeovilton), who had scored well over 600 runs during the season, a total only approached by PO Paul Barsby with 550.

Whether it was nerves or lack of commitment, the strong batting line-up failed to score enough runs in either match to give the traditional "enemies" a large enough target.

The pitch at Vine Lane, Uxbridge, gave the spinners a lot of help, and the Navy batted twice when the outfield was at its slowest.

In the first encounter against the RAF, Hobson had his most difficult decision of the season when he won a toss that both skippers would have preferred to lose. In the event he chose to bat on a clear morning but with a very slow, damp outfield.

Injudicious strokes off balls that might have been left alone accounted for openers Lieut.-Cdr. David Wells (HMS Dryad) and POA(AH) Barsby (HMS Daedalus), while Lieut. Robin Hollington (CTCRM Lympstone), neatly found mid-wicket's hands with a full toss.

Fielding

At 29-3 from 15 overs, the ball hardly ever running off the square, Hobson joined the veteran Lieut. Tony Izzard (HMS Centurion). Together they pulled the ship round, but quite superlative and aggressive fielding by the RAF made runs difficult to come by. Luncheon was taken at 52-3 off a paltry 32 overs.

With Izzard falling to a brilliant catch on the boundary for 30, and Hobson playing a dogged 20 which took 31 overs, in sharp contrast to the inspired innings he had played all season, the tail players were not able to accelerate the scoring, and the last wicket fell with the score at 112.

When the RAF batted, Hobson made the unprecedented decision of giving the new ball to the Navy's slow left armer PO Andy Chester (HMS Dolphin), who rewarded him by taking a wicket after CPO Kelson Brooks (HMS Collingwood), had quickly despatched the opener.

At tea the RAF were coasting along at 65-2, but after Richards and Lumb had fallen to the wily Izzard, bowling off spin, and LWtr. Andy Collier (HMS Centurion), the Navy

CRICKET

saw a gleam of hope. In the end it was wishful thinking as the RAF won the honour of playing the Army on the final day by five wickets.

Army

With a forecast of early evening rain, Hobson once again decided to bat against the Army. A much more determined stand was made by Wells (33) and Barsby (12), but the progress was woefully slow against some excellent bowling and good fielding.

When Barsby was bowled by off spinner Willis, 44 had been scored for the first wicket from 23 overs, and with Hollington going for a duck and Wells brilliantly caught at first slip, Hobson and Izzard once again found themselves together holding the fort at lunch. This time it was 79-3 off an astonishing 41 overs in the two hours.

In the chase for runs that followed, only Hobson (19) and Lieut.-Cdr. Evans (HMS Centurion) (20) caught the mood, although LS Bob Learmouth (HMS Argonaut) played well for his 11, before being the first of two run-out decisions. Although 32 runs were scored from the last five overs, the Navy could only muster 133-8.

The strong Army batting line-up started slowly but steadily, but by tea they were in a commanding position of 70-1.

Rain

A persistent drizzle delayed the resumption for 15 minutes and although Wood was LBW to an Izzard ball that kept a trifle low soon after, the left-handed Barratt swung lustily and successfully. The drizzle turned to rain but the captains agreed to continue until the minimum number of 35 overs had been bowled. The game was then abandoned with the Army winning on a faster scoring rate.

On the third day, the Army easily defeated the RAF by six wickets, the RAF's 155 not being nearly enough to withstand a remarkable onslaught by Fleming and Gordon-Lennox, who again peppered the local gardens. The umpires for this game were the Navy's Ron

Cross, and Lieut. Tony Henderson (HMS Heron) who showed the supreme quality of the Navy's top umpires.

This was an unsatisfactory climax to a season in which the Navy had won four of their previous six matches.

In the Inter-Services matches the batting let them down and totals of 112 and 133 from 55 overs compared unfavourably with eleven previous totals of more than 190 runs, often against stronger opposition.

RESULTS: RN v RAF: RN 122 (55 overs) (A. Izzard 30, C. Hobson 20, A. Spiller 4-34, J. Kneale 3-20). RAF 116-5 (47.3 overs) (G. Richards 39, G. Lumb 35, A. Chester 2-39).

RN v Army: RN 133-8 (55 overs) (D. Wells 33, R. Evans 20, C. Hobson 19, M. Fleming 4-31, N. Willis 2-17). Army 131-2 (35 overs) (J. Barratt 41, J. Willat 36, M. Fleming 31).

Win for Daedalus

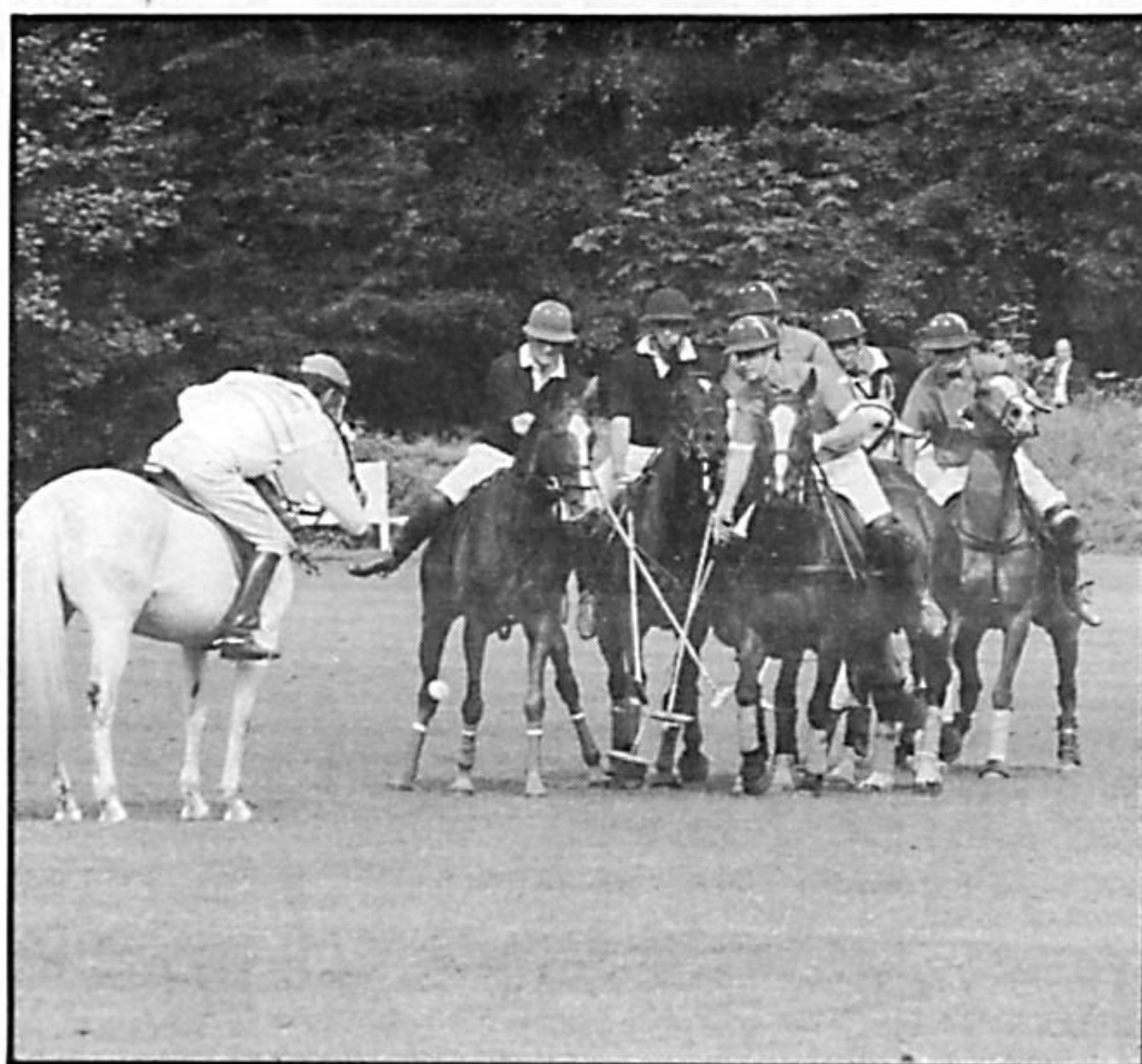
HMS Daedalus won the 1987 Navy Cricket Cup in their own right, having shared the 1986 title with HMS Heron when rain washed out the final after two overs.

The Daedalus team fought a very close semi-final against HMS Sultan to take them through to the final against RNEC Manadon. Manadon won the toss and put Daedalus into bat. PO Barsby opened the innings with a fine 79 and fellow Navy player POWTR Norwood added 35 to the Daedalus score.

At the end of their 35 overs, Daedalus were 171-8, with Downridge of RNEC Manadon taking 4-11.

Manadon made a very spirited reply but despite some fine batting performances, never quite got on terms with the necessary run rate.

RESULT: Daedalus 171-8 (Barsby 79, Norwood 33, Downridge 4-11). RNEC Manadon 164-8 (Pursey 41, Crossley 23, Rideout 3-29). Daedalus won by 7 runs.



Rundle Cup honours for third year

POLO

ROYAL Navy polo players are enjoying another successful season. Once again wins have been scored over both the Royal Air Force (6-4) and the Army (5-2).

The Army match for the Rundle Cup was played at Tidworth, and for the third time in a row the Navy took the honours. The teams were evenly matched and provided an exciting afternoon's sport for the many spectators.

Admiral Sir William Staveley, the First Sea Lord, presented the trophy and Senora Merita Domecq of Domecq Sherry, the event's sponsors, presented commemorative goblets.

Earlier in the year the annual beginners course held at Taunton Vale Polo Club was successful in producing some promising young players, some of whom have already begun playing for the Navy in Inter-Service tournaments.

Left: The umpire of the Rundle Cup match against the Army, Senor Domecq, throws in.

Warm-up success

RESULTS in warm-up matches for the Inter-Services looked good for the Navy, writes **Jim Danks**. Four of the six fixtures were won, and the games against Devon and the Club Cricket Conference side produced some particularly fine performances.

RESULTS: RN v Civil Service: Civil Service 202. RN 191-7 (Barsby 72, Moore 31, Hobson 30, Norwood 28, Collier 3-33); Civil Service won by 11 runs.

RN v Quidnuncs: Quidnuncs 167-9 dec. (Chester 4-55). RN; 168-7 (Hobson 59, Barsby 52). RN won by 3 wickets. Quidnuncs v RN: Quidnuncs 190-9 dec. (Chester 22-11-41-7). RN; 191-7 (Hobson 71, Barsby 49); RN won by 3 wickets.

RN v Free Foresters: Free Foresters 142 (Brooks 4-37) and 193-7 dec. (Collier 3-31). RN; 140-9 dec. and 196-5 (Izzard 60, Barsby 37, Norwood 34). RN won by 5 wickets.

RN v Devon: RN 193-9. Devon 119 (Chester 5-28). RN won by 74 runs.

RN v Cricket Club Conference: CCC 253-9. RN 250-8 (Hobson 75, Hollington 51). CCC won by 3 runs.

More young players

ENTRIES for the Navy Tennis Championships were higher this year, with a good proportion of these being young new players writes **Roger Scutt**. The competition was held at Burnaby Road, with all but a few of the matches being played on grass, thanks to the dedication of the groundsmen.

Lieut.-Cdr. Lez Maddock was the tournament referee, having gained much experience at Wimbledon where he umpired



Tennis trophy winners, in the front row, Mne. Brian Allan, SA Simon Davies, Lieut. Tim Reynolds, and WRO1 Helen Jones. In the back row, Cdr. Phil Pool, Cdr. Alan Spruce, CPO John Purdy, Lieut. Nick Williams, Sub-Lieut. Rob Reynolds, Third Officer Carol Elliott and PO Rod Skidmore.

Home victory

IN GLORIOUS sunshine at the United Services Sports Club, Portsmouth, Portsmouth Command won the Inter-Command Tennis Championships in convincing style.

After a 6-0 victory over Naval Home Command, Portsmouth took on the Royal Marines in an exciting climax to the competition. Brothers Lieut. Tim Reynolds and Sub-Lieut. Bob Reynolds were able to beat the Marines' top pair, while Lieut. Nick Alves and SA Simon Davies emphasised the Portsmouth superiority in their doubles match.

TENNIS

the mixed doubles final on the centre court.

Sub-Lieut. Rob Reynolds emerged as the new men's singles champion, and also was a runner-up in the men's doubles. He has since been picked to play for the Combined Services.

Third Officer Carol Elliot had an amazing debut with a hat trick of wins in the ladies singles, doubles and mixed doubles.

CPO John Purdy had double success with a win in the veterans' singles and another in the veterans' doubles with partner Cdr. Alan Spruce. The men's doubles were taken by Cdr. Phil Poole and Lieut. Nick Williams in a very entertaining match.

Mne. Brian Allan was presented with the Stoker Memorial Prize for the most improved young player, justifying his selection by winning the junior singles and the doubles with partner SA Simon Davies.

HELPING HANDS

Rough rides for Trafalgar Orphans

A VARIETY of fund-raising activities, from appeal dinners to sponsored events organised by Wrens and ratings of HMS Cochrane, raised £3,300 for the Trafalgar Orphans Appeal.

To help raise cash, WOCC Bob Rough, completed a 300-mile cycle ride from John O'Groats to Rosyth Naval Base, his effort raising nearly £1,000 of the total. Bob was accompanied en route by POs Fred Outway and Phil Whitehead.

Blistered hands and aching muscles was the price paid for a week at Jersey Zoo by a team of Air Engineering Artificers of HMS Daedalus.

The team, led by Cdr. Terry Le Manquais and CPO Ray Nicholson, went there to assist the Wildlife Preservation Trust with a project. This entailed hammering a wall of wooden

stakes into the banks of the waterfowl and flamingo lake to strengthen the surrounds.

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Apprentices and mechanics of HMS Sultan had a surprise treat of raspberries and cream during a stand easy. The treat was organised by Wrens and officers who hit on the idea as a means of raising cash, and netted £30 for the WRNS Benevolent Trust.

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To mark the tenth anniversary of Southwick Park Naval Recreation Centre, a £1,000 cheque, raised by the golf club, was presented to the RN Hospital, Haslar, to help towards the cost of a minibus for helpers in the paediatric ward.

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There were no shortage of takers at Britannia Royal Naval College, when WRNS officers and ratings held a shirt iron for charity. At 25p per shirt, the girls put the creases in the right places, raising £215 for an evening's ironing for Action Research for the Crippled Child.

Meanwhile, members of the Special Duties Course were not idle. To raise cash for TV South West's Telethon 88 Appeal, they played 50 games of volleyball during a 12-hour sponsored marathon, their efforts raising £400 for the appeal.

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A team of Fiscard apprentices from HMS Raleigh led by CPO Sharky Ward, provided the leg power for the Handicapped Children's Pilgrimage Trust RN entry into the Torbay Charity Pedal Car rally. They came fourth out of 23 entries, clocking up 108 laps, plus



Colour combination from marathon men

ANDREW Goddard and Joanne Allsop accept a £1,000 cheque, and a colour television and a colour computer from CPO Paul Dunn of 846 Naval Air Squadron.

The money was raised for the Yeovil Physically Handicapped Able-Bodied group by a team of 16 who took part in the

Gosport and Fareham marathon, and were the first Service team to cross the line.

Also pictured, from left to right, are Lieut. Nick Chatwin, LAEM Glyn Bradder, Mr Roger Goddard (Chairman of Yeovil PHAB), Mrs Elizabeth Goddard, Miss Carol Mallet, LAEM Lez Daniels and CPO Derek Green.



Whale of a time!

VICE-Admiral Sir John Webster, Flag Officer Plymouth, joined in the fun at the Tamar and Two Counties Whaler Race, coxswaining his 1926 gig which was crewed by volunteers from his staff.

Ten, eight-man crews rowed the Whalers a distance of 15 miles, from Cotehele Quay to Phoenix Wharf on the Barbican, in aid of the Churchtown Farm Field Studies Centre, near Fowey. £2,000 was raised for the Centre which is an outward bound school for the disabled.



another 30 on handicap.

The team, directed by WO Andy McDonald, failed to scoop the top prize but were rewarded by winning the trophy for the best turned-out team, an honour shared with their supporters. Wren cheerleaders from Ceres Squadron of Raleigh's Supply and Secretariat School. The team, sponsored by Lloyds Bank, expect to raise £500 for their efforts, plus a bonus from Plymouth Command.

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Members of 820 Naval Air Squadron from RN air station Culdroe, made a sponsored parachute jump for charity.

Jumping at Dunksell airfield in Somerset under the guidance of the RN and RM Sport Parachute Association, the team made a static line descent from 2,500 ft. to raise £150 for Curnow School for the handicapped in Helston.

Three more members of the squadron made their first ever jump to raise over £300 for the Special Care Baby Unit at Treliske Hospital, Truro, Cornwall.

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A sponsored Field Gun haul through the streets of Portsmouth plus proceeds of a grand charity ball aboard the Second World War cruiser, HMS Belfast, organised by students and staff of HMS Dryad's Junior Officer Training Section, raised £2,800 for the King George's Fund for Sailors.

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Colourful fancy dress was the rig of the day for Wrens at HMS Centurion when they staged a series of fun events from 'wench-drenchin' to horse-racin', which raised £685 for charity. To cajole their colleagues into parting with cash

the girls picked 100lbs. of strawberries at Titchfield Abbey, which went down a treat on the day.

LWren Angie Redpath and PO Wren Brenda Ryan made individual contributions to the day's events, the former by revealing her secrets to the curious, which raised £73, the latter by composing a poem to honour the birthday of Commodore Douglas Dow. The money raised will help St Francis School for mentally handicapped children at Fareham and Service charities.

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PO Ronald Clark, sponsored by his colleagues from HMS Intrepid, completed six parachute jumps which raised £82 to help the Dolphin Volunteer Cadet Corps.

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A horse racing evening organised by the staff of Commander-in-Chief, Naval Home Command, in conjunction with the Ministry of Defence Police, raised £401 in aid of the Special Care Unit of St Mary's Hospital, Portsmouth.

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A summer fete at the RN Hospital Gibraltar, raised £2,200 for the Soldiers, Sailors and Airmen's Families Association (SSAFA), the hospital's Patients Welfare Fund and the Surgeon General's St John Centenary appeal.

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To boost the City of Plymouth Lifeboat Appeal, Capt. Geoff Hope, Captain Hydrographic Surveying Flotilla, joined Spotlight South West TV weatherman, Craig Rich and Andy Gough of the Western Evening Herald, for a month's slim-in. Encouraged by Miss Devon, Toni-Marie

Germain, of Plymouth Diet Centre, the trio shed a combined five stone.

Capt. Hope, now 30 lbs. lighter, hopes to raise £1,000 from his sponsors which include all surveying ships, HMS Drake, HMS Raleigh, Staffs of Flag Officer Plymouth and Hydrographer and many others besides.

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Six naval airmen from HMS Osprey are challenging other RN air stations to beat their record. Setting out from Southend Aerodrome the team ran to the Fleet Air Arm Museum, covering 208 miles in 22½ hours raising £500 in sponsorship for the museum.

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A tri-Service team of six darts players took part in a 500,001 darts marathon in aid of cancer research.

RPO Paul Baker represented the Royal Navy in the team who are all based at RAF Mount Pleasant in the Falkland Islands. The marathon took 19 hrs. 9 mins. to complete, and the final total of money raised for the charity was £234.77.

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The very successful flying event held by the RN air station Culdroe Radio Control Model Aircraft Flying Group, at Predannack Airport, helped to raise money for the Nancealverne Special School at Penzance.

The cheque was presented by the chairman of the Flying Group, Lieut.-Cdr. Tony Pusey, who is a governor of the school.

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HMS Daedalus hosted and won the Solent 5s football tournament in which eighteen teams took part over a four-week period. Over £140 was raised for the King George's Fund for Sailors.

BOYS' OWN DELIGHT

STEPHEN Swansborough and Nicholas Stevens beaming with delight after their tour of HMS Ark Royal. The 11-year old boys, both paralysed and confined to wheelchairs, spent a morning on board the ship with their nurses.

The visit included tours of the hangar, the flight deck and the sick bay, and the boys

had a marvellous time before leaving the ship with packages of goodies.

Pictured with Nicholas (left) and Stephen (right), are their nurses, Stephen's father, Nicholas's sister and MA Mather, MA Arter and Surgeon Lieut.-Cdr. James Campbell from HMS Ark Royal.

GULF SHIPS IN TOP GEAR

From front page

some time. But their job was to sweep mines, and he was looking forward to doing it for real rather than practice.

"It will be hazardous — all live mine counter measures are hazardous. But we are trained to operate under those conditions and our ships are designed to be as safe as they can be. Our brief is to keep ourselves as safe as we can."

Recalls from leave had brought back men from the ships' companies, and back-up staff, from all parts of the country — and some from abroad. At least one planned marriage was brought forward to take place before the ship sailed.

Supplies were being loaded right up to departure. There was poor weather on August 17 as the Bicester and Hurworth left, watched by a crowd of families and other well-wishers. By the time the Abdiel, Brecon and Brocklesby left in the afternoon, the weather was even worse — steady, drenching rain.

Tests

After leaving Rosyth the ships were conducting tests of equipment in the Firth of Forth area and farther south before heading for Gibraltar on their five-week, 6,000-mile passage.

They are expected to operate with the Navy's long-standing Armilla patrol in the Straits of Hormuz and southern parts of the Gulf.

RFA Regent is also heading for the Gulf in support of the group. On arrival, the Abdiel will return to the UK, and RFA Diligence, a forward repair ship with naval party embarked, is to rendezvous with the group, at which time the Regent will also return.

The MCM vessels will be under Armilla patrol command, current vessels of the patrol being HM ships Edinburgh, Brazen and Andromeda, with RFA Brambleleaf in support.

Departing Armilla ships are HM ships Broadsword, Active and Cardiff, with RFA Orangeleaf.



Active cowboys (above left): Moments of light relief, with safari hats bought in Kenya, for upper deck gun crews of HMS Active in the searing Gulf heat ... so hot you could fry eggs on the flight deck (above). In this "snack" shot are, from left, POAEM(M) Jan Whitcombe, AEM(WL) Nick Turner and CPOAEA(R) Charlie Walker, while CK Kelton Phinnemore does the unorthodox egg frying.

Pictures: LA(Phot) Lloyd Welds



Above left: The new type S-10 respirator, with a number of improvements, is issued to members of the MCM task group by CMEM Terry Sayers, of Phoenix NBCD School. Above: A 20mm cannon is lowered for fitting to HMS Brocklesby, with HMS Brecon in the background. Left: A farewell kiss in the rain (and cheeky grin at the camera) — MEM John Miller (Brecon), wife Lynn and son, Barry.

Pictures: PO(Phot) Danny du Feu

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More Phalanxes handed over

DURING a six-week period this summer seven Phalanx close-in weapon systems were handed over for fitting to Royal Navy ships.

More than 500 Phalanx have now rolled off the production line at General Dynamics, Pomona, near Los Angeles, where the 500 figure was marked with

flags, bands and speeches. One of the Royal Navy's systems was 501st off the line.

Deliveries of the Phalanx to the Royal Navy, which has ordered 30 of the systems, are now well in hand.

It is already fitted to HM Ships Ark Royal, Illustrious, Exeter and Birmingham, and by the end of next year all

Type 42 destroyers except one are due to receive them.

The Phalanx system, with its fully automatic radar, computer and gun, is designed for use if other weapon systems have allowed an attacking missile past their defence. It can fire at a rate of 3,000 rounds a minute during the missile's last few seconds of flight.